

NEW 1929
GRAHAM—PAIGE
SEDAN and TOURING MODELS
Towing from \$2,300—Sedan from \$2,550.
Sole Distributors for Hong Kong &
South China:
KOTEGATE & CO.
Pedder Building, 3rd floor.
Telephones C. 93 and C. 741.

The China Mail

大英八月十五號 禮拜四
中華民國己巳年七月十一日

ESTABLISHED
1845

TO-DAY'S DOLLAR. — The
closing rate of the dollar on
demand, to-day was 1/11 3/16.

No. 27,258 HONG KONG, THURSDAY, AUGUST 15, 1929. PRICE \$3.00 Per Month.



headache?
PERHAPS ITS EYES!
Our careful and up to date examination
with modern equipment by fully
qualified European optometrist, will
diagnose your eyesight troubles.
Make an appointment to-day.

LAZARUS
Hong Kong's Only European Optician.
12, Queen's Road, Central.
Telephone. Mr. Cooper C. 2203 for appointment.

RUSSIA STARTS WAR

TROOPS LAND

AFTER A BELLICOSE DEMONSTRATION

CLASH ON HEIGHTS

Manchuli In State Of Panic

RUSSIAN FIRE RETURNED

"It appears that actual hostilities have at last broken out between the two nations."

"Russia began hostilities yesterday."

These are extracts from two telegrams to hand — one from Tokyo and the other from Mukden.

Three Soviet gunboats are reported to have landed troops in three villages on the Chinese side of the Sino-Russian frontier. These they occupied till night.

Russians and Chinese have clashed on the heights westward of Manchuli. Chinese infantry returned the Russian fire.

Manchuli is in a state of panic.

The Mukden report mentions the occupation of two small towns and state that Nordon, near Manchuli, has also been occupied.

CHINESE OFFICIAL REPORTS

Tokyo, To-day.

A telegram from Harbin says that according to reports from Chinese official sources three Soviet gunboats, which have hitherto been patrolling the mouth of the Sungari River, ascended the Amur above

near Manchuli, has been occupied. —Reuter.

Gunfire Ceased

Tokyo, To-day.

Last night's reports from Manchuria "averring that actual hostilities had appeared, at last, to have broken out," are apparently without foundation as the latest news in from Manchuli, on the Sino-Soviet frontier, states:—

"Gunfire ceased as night set in. No encounter worth mentioning seemed to have ensued."—Reuter

Chinese Divided?

Tokyo, To-day.

Press despatches from Harbin indicate that there is disagreement between the National Government of China (at Nanking) and the Provincial Government of Manchuria (at Mukden) in regard to the policies adopted towards the Soviet.

According to the Japanese paper "Asahi," the National Government has ordered the arrest of Mr. Tsai Yun-sheng (Commissioner for Foreign Affairs at Harbin) and Mr. Li Shao-jen (a Director of the Chinese Eastern Railway), who have been representing the Mukden interests, on the ground that they have been exceeding instructions.

The Kengo News Agency reports various rumours indicating that

both Nanking and Mukden, for the purpose of advancing their own respective interests, are each seemingly playing into the hands of the Soviet.—Reuter.

Red Hunger Strikers.
Tokyo, To-day.

A report from Harbin says that the 39 members of the Soviet Con-



Chang Hsueh-liang, also known as the "Young General," it was on his authority, ostensibly with the approval or connivance of Marshal Chiang Kai-shek, that the break with Russia was forced. He is in charge in Manchuria and is alleged to have quarrelled with Chiang Kai-shek and the National Government.

ular staff who were arrested during the Consular raid on May 27 have begun a hunger strike because they have been imprisoned over ten weeks without the semblance of a trial.—Reuter.

RAILWAY GUARDS

CHINESE AND JAPANESE IN MANCHURIA

Canton, Yesterday.
According to Japanese soldiers have driven away Chinese soldiers on guard duty beneath a Manchurian Railway bridge, which is in Chinese territory. The affair has been taken up with the Japanese Consul-General in Mukden.—Canton News Agency.

"NATIVE CHICKENS"

A CONTRACT FOR ONE YEAR'S SUPPLY

AT 44 CENTS A CATTY

Judgment was delivered by Mr. Justice J. R. Wood, at the Summary Court this morning in the case in which the Wo Ping Tung Kee Restaurant Co., Ltd., claimed \$598.80 as damages from the Fook Kee Lan poultry stall in respect of a contract for the supply of native chickens which the defendant firm was alleged to have renounced.

Mr. F. H. Loseby appeared for the plaintiff, and Mr. M. K. Lo was for the defendant firm.

Facts of the Case

The facts of the case were that on March 18 defendants entered into a written agreement to supply the restaurant with chickens for one year, at an agreed price of 44 cents per catty. After April 9, defendants refused to supply further. Plaintiffs bought from day to day when prices continued high and, on June 21, when prices returned to normal, contracted for another year's supply. Plaintiffs had discharged their responsibility, under the circumstances, of buying to the best advantage and thereby minimising the damages suffered by them.

The Judgment

In his judgment his Lordship said, inter alia:—

In my view the defendant firm's discontinuance of delivery under the contract amounted to a renunciation on April 9 of the contract, which was ac-

RIDER MAINS

TWELVE HOURS' SUPPLY FROM MONDAY

DURATION PROBLEMATICAL

The "China Mail" is officially informed that, beginning on Monday, next, the supply of water from the rider mains will be extended from two hours to twelve

MR. & MRS. YING KAO

Sent Back to China for Trial on Opium Charge

San Francisco, Yesterday.
The Police have placed Mr. Ying Kao (hitherto Chinese Vice-Consul here) and Mrs. Ying Kao and Sun Foo (a servant?) on board the s.s. "Shinyo Maru," bound for China, to be tried by the Chinese authorities on a charge of trafficking in opium.—Reuter's American Service.

[On arrival at San Francisco from China, Mrs. Ying Kao had luggage in which a large quantity of opium was found. She and her husband were on bail for a time.]

hours daily. The Peak supply hours will remain as at present.

The new concession will be in force during this month as, more or less, a speculation, future developments hinging, of course, on

SCHNEIDER CUP

TAKES PLACE IN BRITISH WATERS NEXT MONTH

FRANCE NOT COMPETING

Paris, Yesterday.

It is officially stated that France will not be competing in the Schneider Trophy Race.—Reuter.

Britain Preparing

Air Chief Marshal Sir John Salmond spent to-day at Calshot amongst the members of the high speed flight, who are concerned with the race for the Schneider Cup. He embarked in Southampton on a flyingboat and went round the course over which the Schneider Cup Race is to be flown.

Squadron-Leader Gribbar took up a new S.6 machine, built by Great Britain for the Schneider Cup Race, and flying at a great speed, completed its tests. S.6 has been flown twice only before. On each occasion it was handled very gently. To-day, the full power of its engine was tested.

The results are believed to be satisfactory in every way. The speeds at times exceeded 300 miles an hour.

In taxi-ing across the water the S.6 evidently struck a small piece of driftwood or some other obstacle. One of floats was dented and the machine was taken to Woolston for repair. The damage is in no way serious.

Medical Problem

There is a very distinct medical problem involved in high speed cornering, which is the feature of such a race as that for the Schneider Cup, which will be flown over a quadrangular course.

Group-Captain Flack, of the Medical Research Section of the Air Ministry, who has specialised on forces imposed on the human frame in flying

WILL ENGLAND TRY PROHIBITION?

AN INQUIRY

ROYAL COMMISSION TO CONSIDER PROBLEM

CONTROVERSIAL QUESTION

London, Yesterday.

A highly controversial liquor question is to be the subject of an examination by a Royal Commission, in accordance with the promise made in the speech from the Throne, after the present Labour Government had taken office.

Mr. J. R. Clynes (Home Secretary) announced recently that Lord Amulree (formerly Sir William MacKenzie) would act as Chairman of the Commission.

Lord Amulree is one of the foremost experts on industrial arbitration and an authority on the law relating to liquor licensing.

The names of ten members of the Commission are now announced.

The liquor interests will be represented by Mr. Thomas Skirry, President of the Brewers' Society and Mr. John Morgan, Chairman of the National Council of the Retail Liquor Trade.

The temperance advocate on the Commission will be the Rev. Henry Carter, Secretary of the Temperance Council, and Mr. Arthur Sherwell, who has written much on the liquor trade. The other six members include two prominent trade unionists, Sir Edwin Stockton, who is a Manchester merchant, a club secretary, Mr. Bryson, chairman of the Birmingham Licensing branch and Mrs. Barton, secretary of the Co-operative Women's Guild.

These six members constitute the balancing body between the temperance interests, on the one hand, and the liquor interests on the other.

In regard to the importance of the questions involved and the magnitude of the interests concerned, it is understood two or more members will be appointed in order to reinforce this central balancing body.

The inclusion of a medical representative is also advocated in some quarters.

The terms of reference of the Commission are, however:

"To inquire into the working of the laws relating to the supply and sale of intoxicating liquors and into the social and economic aspects of the question and to examine and report on the proposals that may be made for amending the law in England and Wales in the public interest."

The medical aspect of the question is, therefore, hardly within the scope of the inquiry.

No members of Parliament will sit on the Commission, it being held that they might be subjected to pressure by electors, which would tend to affect their freedom of judgment.

The inquiry is expected to last as long as two or three years. It will be for the Commissioners to decide whether they shall visit the United States to see prohibition in practice.—British Wireless Service.

DOCTOR'S ESTATE

PLAINTIFF WITHDRAWS IN PROBATE CASE

BROTHERS' WILL ACCEPTED

Plaintiff (Hung Sai-chuen) in the "Chinese doctor probate case," which has been before his Honour the Chief Justice (Sir Henry Gollan, C.B.E., K.C.) for two days, withdrew this morning.

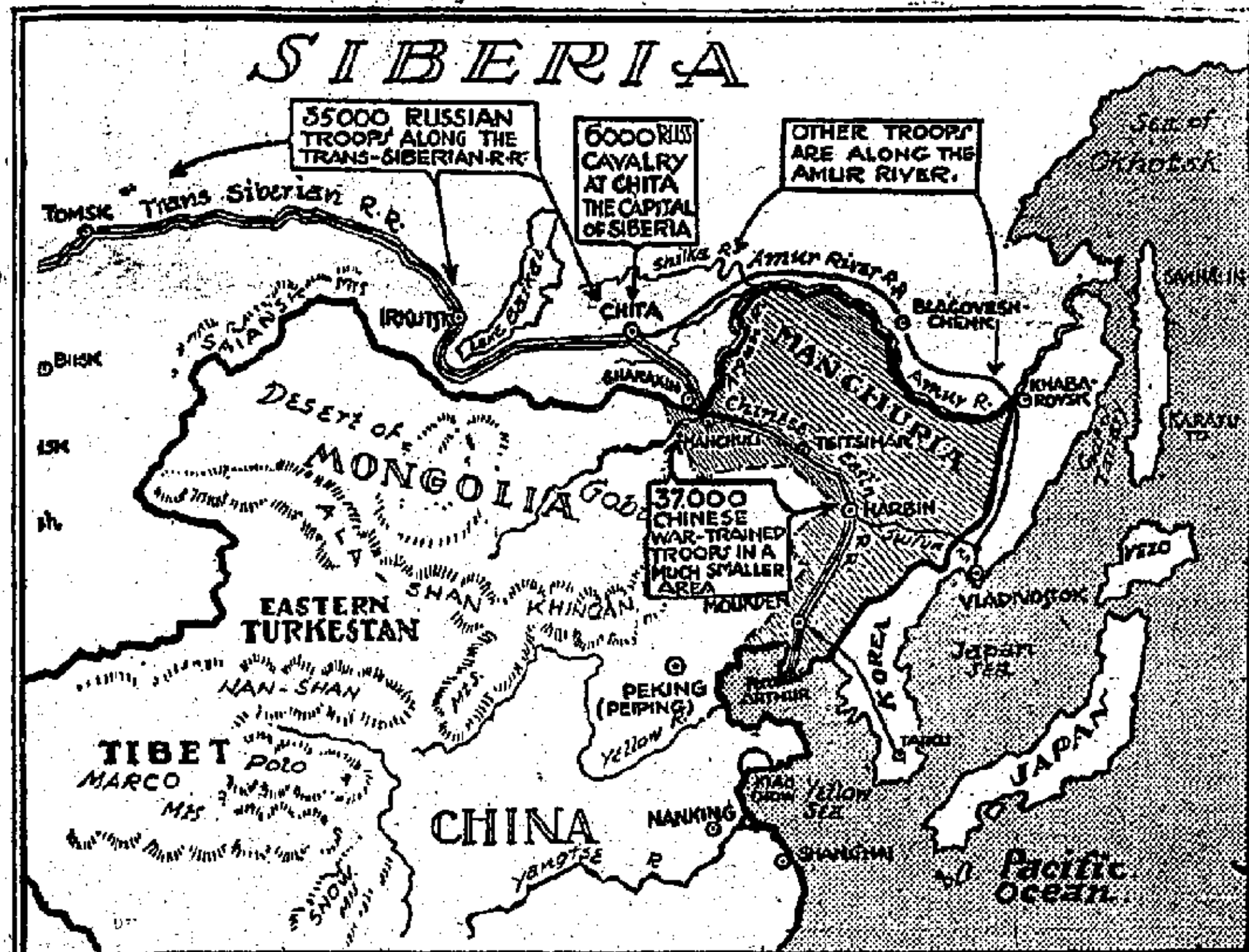
When the Court resumed, Mr. F. C. Jenkin, C.B.E. (instructed by Messrs. Wilkinson & Grist) asked leave, on behalf of plaintiff (fifth son of a deceased native doctor) to withdraw the case.

His Lordship assented, making an order for costs against plaintiff up to the announcement of withdrawal, in spite of an application by Mr. Jenkin (who admitted that he was "rather daring" in so doing) that costs be paid out of the estate.

Further reference was made to the local estate being a small one.

After Mr. H. G. Sheldon (instructed by Messrs. Deacons) had addressed the Court, his Lordship made no order on the counterclaim and directed defendants to apply in Chambers for probate on the will propounded by them. Defendants are a concubine (Hung Li Shi) of deceased (Hung Kwei-chung) and his third son (Hung Sai-kat) and sixth son (Hung Sai-man).

An American Strategist's View of the "War" in Asia



Here is a map showing the relative positions of Siberia, China and Manchuria. The bone of contention is the Chinese Eastern Railway (jointly owned by the Soviet and China) which runs across the shaded territory which denotes Manchuria. The line is split "Chinese Eastern R.R." in the sketch. In the opinion of an American strategist, at the time when hostilities were deemed likely (on the strength of premature or erroneous reports), China had a military advantage. This lay in the much smaller and more compact area guarded by the Chinese troops, as compared with the long expanse held by the Soviet. After the interruption to train traffic on what is popularly known as the trans-Siberian route, trains (and passengers and mails) from Europe came as far as Chita, whence they went to the north of Manchuria by the Amur Railway down to Vladivostok for final transshipment.

cepted by the plaintiff company in a letter of April 18. The defendant firm (though this may not be material) in repudiating the contract seem to me to have been influenced by the fact that the market price of the goods was rising abnormally owing to exceptional circumstances but, at the same time, to have acted in accordance with its supposed legal rights.

In these proceedings an onus has fallen upon the defendant firm to justify the repudiation of the contract. In order to do this it may rely on the construction of the terms of the contract and may submit (using the language of Lord Blackburn in "Mercer Steel and Tin Company v. Naylor, Benson and Company," 1884, 9 A.C. at page 445) that the contract is such as "to make punctual payment for one lot which has been delivered a matter causing the contract to deliver other (lots) afterwards to be a dependent contract." In general a default in paying for an instalment will not discharge a seller from future deliveries unless this has been so stipulated in the contract and in interpreting this particular contract it is in my opinion improper to find implied (it is certainly not expressed) in its terms the stipulation suggested.

Plaintiffs' Sound Position

The defendant firm may rely on the circumstances of the case and may submit that it reasonably inferred from the conclusion that "as payment was withheld by the plaintiff company, the company had neither the ability nor the intention to pay the price of any future delivery—thus implying a prior repudiation to the plaintiff company. The plaintiff company seems to have been in a sufficiently sound position financially. The defendant firm are, therefore,

the amount of rainfall during the second half of August.

Tyramuk reservoir is still 35 feet below overflow level, which means that it is only half full.

During the five days of the two hours' supply from the rider mains the estimated consumption has risen from four to six million gallons a day. Under the 12 hours' supply as from Monday next, the consumption will probably rise to between eight and nine million gallons daily.

To-day's Rainfall 0.45 inch

1929 Rainfall . . . 43.26 inches

Average 59.20 inches

Deficit 15.94 inches

DON'T WASTE WATER!

GRAF ZEPPELIN

Friedrichshafen, Yesterday.
The Graf Zeppelin left on a world tour at 4.30 p.m.—Reuter.

In my view, without a valid defence, they must pay damages. So far my judgment is in favour of the plaintiff company's contention, and the defendant firm must pay costs to the present date.

The parties may agree the damages. Failing agreement, the plaintiff may apply to the Court.

discussed the subject at Calshot to-day. He said that more than is realised may depend upon pilots turning corners with at least a loss of speed.

If the turn is taken too wide full speed may be maintained but many more miles flown yet, on the other hand, too sharp a turn will slow down the machine and, what is equally important, impose terrific acceleration loads on pilot and aircraft. These loads, as the pilot swings round corner, tend to "arrest the normal flow of blood to the brain and eyes so that if the turn is over-sharp everything tends to go black before the pilot's eyes and, in extreme cases, momentary unconsciousness ensues. How sharp these turns can be made with safety depends, therefore, on the strength both of aircraft and of the human physique, and the object of much of this present practice is to establish the limiting factors.—British Wireless Service.

MME. ASSOLANT

SEEKS DIVORCE AGAINST HER FLYER HUSBAND

BRIEF MATRIMONIAL TRIP

New York, Yesterday.

Madame Jean Assolant, the ex-chorus girl Pauline Parlier, who married the "Yellow Bird" flyer just before his Trans-Atlantic flight is reported to have brought a divorce suit in Paris.—Reuter's American Service.

[The parties had been married merely two months.]



General Budenny of the Red Army, who was hastily recalled from leave to take charge of Russian troop movements along the Siberian frontier.

Sungari confluence on Tuesday at dawn and landed troops in three villages on the Chinese side, following a demonstration by bombardments.

The landing parties, it is alleged, occupied the villages all day long, withdrawing in the evening when Chinese reinforcements arrived.

A report from Manchuli says that Russian and Chinese troops clashed on the heights westward of Manchuli.

Chinese infantry returned the Russian fire.

It appears that actual hostilities have at last broken out between the two nations. Manchuli is in a state of panic.—Reuter.

300 Marines Land

Mukden, Yesterday.

(8.35 p.m.)

According to a telegram from the Governor of Kirin, General Chang Tso-hsiang, to General Chang Hsueh-liang (head of the Government in Manchuria and, concurrently, Commander-in-Chief), Russia began hostilities yesterday.

On the Western front 300 marines and two aeroplanes were landed from gunboats on the Sungari River and occupied two small towns in Sui-tung-hsien.

On the Western front Nordon,



Here is a picture of typical Northern Chinese troops on the move, arriving at one of the border townships. Units such as those shown here have been concentrating for some time at strategic points along the Manchurian boundary to guard against sorties by the Reds.

Phone C. 22
FOR
**CLASSIFIED
ADVERTISING**

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.
All replies under this heading must be called for.

TO LET.

TO LET.—Office in Asiatic Building. Apply Secretary.

TO LET.—Furnished, one room; use of bathroom and kitchen. Apply: Mrs. Chan, 587, Nathan Road, Kowloon.

WANTED

WANTED TO BUY.—Sedan Chair, with canopy. Must be in good condition. State price. Reply to Box No. 617, c/o "China Mail."

TO LET OR FOR SALE.

TO LET OR FOR SALE.—On Broadwood Road two semi-detached 5 roomed houses with Tennis Court and Garage to each house. Reply Secretary P.O. Box No. 22.

FOR SALE.

FOR SALE.—On Broadwood Road 3 roomed bungalow. Reply Secretary P.O. Box No. 22.

FOR SALE.—Silk Skirts \$3.00. Ladies' Embroidered Pyjamas, \$8.00. Gent's Striped Silk Pyjamas, \$6.00. Cotton Pyjamas, \$2.00. Neckties with Handkerchiefs to Match, at \$2.75 and \$2.50. Hole Proof Socks, at 75 cents a pair. Ladies' Underwear, sets of 3, \$17.50.—See our room, S. Narain, China Building, 4th floor.

SITUATION WANTED

EURASIAN GIRL with experience wants position as NURSEMAID. Will live in. Apply Box No. 607, c/o "China Mail."

MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 3A, Wyndham St. Telephone Central 22.

HOME TUITION.

WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local).
Camb. Teachers' Diploma).
MISS GERTRUDE TURNER
(National Froebel Higher Certificate).

SCREWS

Brass and Iron Wood Screws
Brass & Steel Machine Screws.
C.S.K. & Round Heads.

A. MING & CO.

105, Des Voeux Road Central
(opposite Central Market).
Tel. C. 5147.

**NOTICE
TO SHIPOWNERS,
MASTERS & AGENTS.**

The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, &c.

Our men are employed by the leading passenger lines. We guarantee satisfaction.

Please phone or call:—
K.661—No. 2, Saigon Street, Yaumati or
C.2560—No. 36, Tung Man Street.

PHOTO-SUPPLIES

Kodaks and Cameras.
Films, Plates and Papers, etc.
Developing, Printing and Enlarging.

**ZEISS and BUSCH
FIELD GLASSES**
Price Moderate.

A Trial Order is Solicited.

A. SEK & CO.
Tel. No. C. 3459.
28A, Des Voeux Road C.
Hong Kong

PUBLIC AUCTIONS.

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 19th day of August, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Sq. ft.	Annual Rental	Upset Price
1	100	Between Edward Road and Victoria Road, Mong Kok Tsui.	N. 100 ft. S. 100 ft. E. 100 ft. W. 100 ft.	About 40,000	8,750	112
As per sale plan.						



G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 19th day of August, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Sq. ft.	Annual Rental	Upset Price
1	100	Between Edward Road and Victoria Road, Mong Kok Tsui.	N. 100 ft. S. 100 ft. E. 100 ft. W. 100 ft.	About 40,000	8,750	112
As per sale plan.						



G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 19th day of August, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Sq. ft.	Annual Rental	Upset Price
1	100	Between Edward Road and Victoria Road, Mong Kok Tsui.	N. 100 ft. S. 100 ft. E. 100 ft. W. 100 ft.	About 40,000	8,750	112
As per sale plan.						



G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 19th day of August, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Sq. ft.	Annual Rental	Upset Price
1	100	Between Edward Road and Victoria Road, Mong Kok Tsui.	N. 100 ft. S. 100 ft. E. 100 ft. W. 100 ft.	About 40,000	8,750	112
As per sale plan.						

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, August 16, 1929,
commencing at 5.15 p.m.
at their Sales Room,
Duddell Street.

A Valuable Collection of
POSTAGE STAMPS
(Particulars from Catalogue).
On View Now.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, August 14, 1929.

**TO-DAY
and every day**

drop in for a
"quick one"

at the
**ST. FRANCIS
HOTEL.**

FREE SNACKS

every day from

10.30—12.30

and

5.30—7.00 p.m.

GROUND FLOOR LOUNGE.

Tel. No. C. 5134. Tel. No. C. 5134.

**BEAR BRAND MILK**

A natural cow's milk, pure and exceedingly rich offering a food value that has no equal. Drink it every day and let the family drink it.

Sole Agents for H.K. & So. China
A. B. MOULDER & CO., LTD.
China Building,
Hong Kong.

**SPORTING
GUNS AND
ACCESSORIES.**

GUNS:—Greener, Wehley & Scott, B.S.A., J. W. Needham & Raik Freres—Air Rifles—Revolvers S. & W.—Rifle Accessories—Apertures—Sights—Sporting requisites—Cartridges to suit all bores.

THE HONG KONG SPORTING
ARMS & AMMUNITION
STORE
5-5, Beaconsfield Arcade.

TANG YUK, DENTIST
Successor to
the late SIEN YING.
14, D'Aguiar Street.

TERMS VERY MODERATE
Consultation Free.

LAZARUS
the RECOGNISED HOUSE for
ZEISS BINOCULARS.

IN MALAYA**Action Of British Government
ECONOMIC CONQUEST**

Writing in "The Times" on the Chinese in Malaya a correspondent in a first article says:—

The control of the British over the Malay race was not established by conquest. Herein lies the essential difference between India and Malaya to which a marked divergence of British policy is due. The colonies of the Straits were acquired by grant from Malay Sultans or by conquest from the Dutch, while British Residents were introduced to the various States of the Peninsula only by agreement with their native rulers. The Malay is conscious of these facts, and suffers from no "inferiority complex." The disorders which led to British intervention did not particularly distress him, but since his vigorous friends are willing to keep the peace on his behalf and to relieve him of the perplexities arising from Chinese immigration, he welcomes their activity, provided that his position is recognised, socially and economically, as the owner of the land. Courteous by nature, he feels no resentment at the division of authority, and tends to close his eyes to the possibility of unwelcome changes.

For changes have already been rapid, and their course cannot be stayed. The Census of 1921 showed a total of 1,650,000 Malays in British Malaya (the three British Settlements, four Federated and five Unfederated Malay States), while Chinese were 1,175,000, and Indians, 470,000. The Census of 1931 will undoubtedly find the Chinese in excess of the Malays (perhaps 2,000,000, against 1,850,000), and a census of production and wealth would leave no doubt at all about the hands in which the economic power lies. Quick-tempered, full of humour, capable of sudden spurts of energy, interested in mechanics, the Malay is profoundly bored by any occupation which requires him to perform the same or similar acts from day to day or during regular hours. He will display striking energy in the clearance of a forest or the management of an engine (an individual engine, not a uniform factory machine), but is an unsatisfactory clerk, and a lazy or irregular cultivator. Life is an art to be pleasantly pursued, not a struggle for money or promotion. Money is to be spent, not saved for an evil day which may never arrive. Nature has been kind; rubber trees and coconut palms yield their daily return, and if the net income is halved by employing a Tamil to collect the produce, the gain of the whole day's leisure is well worth the loss in cash. A mild climate, with a few fruit trees in the garden enables him to pass his time easily without excessive toil.

A Countryman
It is therefore not surprising that Malay cultivators, almost without exception, are indebted to Chinese shopkeepers or Indian money-lenders. The burden does not oppress them. If the creditor becomes insistent a lease of an acre or two of rubber for a term of years is offered to him, while the Malay undertakes forest work, or seeks temporary duty as a motor-driver in a town. At the worst, his entire holding can be surrendered to pay his debts, and a new settlement made in the areas reserved by the Malay Sultans for men of their own race. A permanent migration to the town is not readily undertaken. The Malay is a countryman and 91 per cent. of the population at the last Census lived in villages. In the towns he deteriorates in health, and (according to many opinions) in character no less. He remains in the country and on the land so long as he may, delivering his rubber latex and coconuts to the Chinese middleman, running up the maximum bill at the Chinese shop, and borrowing from the Chetty money-lenders on the occasion of marriages or other feasts. His wife abets him, clamouring for jewellery and silken raiment, or encouraging him to buy a motor-car entirely outside his means. This mind is unruffled until some slight—real or imagined—affects his honour or his pride, when he becomes sullen, broods over his wrongs, and, on occasion, runs amok. This sudden mania has always been a trouble to the race, and though now restrained to some extent by the certainty of punishment, it is a natural outlet for that warlike, even murderous, temper which reduced Malaya to confusion before the days of British control.

The action taken by the British or Malay Governments for the protection and strengthening of these wayward but charming folk is of three kinds. In the first place, vernacular education has been rendered available in British territory and in the Federated States, to all but the remotest villages, and literacy of a simple type, either in

the Roman or the Arabic (Jawi) character, is widely spread among rural men and women. Education is free in the primary schools, and free to Malays in the mixed secondary schools; free even in the Kuala Kangsar College for the sons of gentry. So free, in fact, that in one school, when sports materials had been supplied to the boys without charge for their games, they applied for compensation for the time lost in playing. Ordinarily, however, the effect of the education given in the rural schools is beneficial to the character, and if the bias in the secondary schools is mainly towards a literary or clerical career, it is good that Malays should take their share in the work of Government Departments, and the candidates are still less numerous than the vacancies.

The Reservations

Secondly, an attempt has been made, by legislation (the Malay Reservations Enactment) to secure the Malay in possession of the soil in the four Federated States. The Primitive Sakai and Semang tribes have receded into the backwoods and dwindled to an insignificant number; the Malay is therefore, in the eyes of the world, the indigenous race for whose welfare the British are responsible. The British Resident and the native ruler with his Council are empowered to delimit areas within which no non-Malay may acquire from a Malay any right in land exceeding a three years' lease, and large tracts have been reserved accordingly. Certain of the Unfederated States have taken similar precautions. The improvident cultivator is, however, not defeated, and whether by an irrevocable power of attorney or by a succession of three-year leases or other ingenious devices, has transferred to thrifty Chinese creditors an appreciable part of his property. In some reservations he has almost entirely lost his hold, and remains, if at all, merely as a tenant or employee. The extent of the evasion is not clearly known and the ejectment of those who have been long in illegal possession would now no

doubt cause an outcry against Government. The law is, nevertheless, being rendered ineffective, and the land is passing more and more out of the hands of the original inhabitants.

The Third Buffer
The third buffer set up by Government between the Malay and his impending fate is, or should be, the system of Co-operation. Rural credit societies have been formed for his benefit in a number of villages, and are administered by elected committees under the guidance of British and Malay officers. Hitherto their success has not been conspicuous. The villager admits that the control of credit is for his advantage, and that he can repay without serious difficulty what the society lends him. He dislikes on the other hand, its habit of inquiring into the nature of his expenditure, and is worried by an invitation to repay his instalments punctually and regularly, rather than at odd intervals when the idea comes into his head. It has been suggested that societies of a different type, for standardising and moderating his outlay on domestic ceremonies, might be created in the hope of instilling a little wisdom and forethought into him; but though the experiment is worth trying and has the support of leading Malays, public opinion is limp, and will not drive the individual to practise what he professes cordially to approve. Even in respect of the sale of produce it is uncertain whether the cultivators will co-operate; small village factories for collecting and smoking their rubber can effect a substantial saving in costs, but

**LADIES' and
GENTLEMEN'S
BATHING
COSTUMES**

of superior Quality
"OCEAN" "VIKING"
"HOLLYWOOD."

in a great variety of colours.
All moderately priced.

THE BAKILLY CO., LTD.

153-155 Des Voeux Road Central.

business loyalty and a regular supply of latex are ideas alien to the Malay small-holder's mind, and the future of these new ventures has yet to be seen.
The outlook is gloomy. A man who will neither save nor refrain from rash spending, who refuses to contemplate the future of his grand-children, and to whom economic advantage is only acceptable if obtained without discomfort or steady effort, is an anachronism in the modern world of strife. We may all love him, but we cannot save him against his will, and his fate, it appears, is to be gracefully and courteously submerged.

DUCK MARCH PAST

WEST END TRAFFIC HELD UP FOR FAMILY OF EIGHT

A mother duck, followed closely by seven ducklings, caused amusement one day last month when she waddled into the traffic at Hyde Park Corner.

A policeman on point duty had made desperate efforts to stay her progress. But the mother duck had made up her mind that the Green Park was a more salubrious place for her family than Hyde Park, so she lowered her head defiantly and walked past the policeman, her squeaking family following in close formation.

The policeman therefore held up the traffic while the duck family walked leisurely across the wide road; and hundreds of onlookers laughed delightedly.

Summertime No Vacation Time

It's good to stretch and relax after hours and hours of rehearsal, says Doris Hill, demonstrating, left. You must admit she's right. Dancing the same routines to the same tunes and to an empty house, in the hottest season of the year, while everybody else is at the beaches and summer resorts keeping cool, certainly isn't the pleasantest way to spend your summer days. Nevertheless it's good to get back to your dressing room and sit in an easy chair while your maid removes your dancing slippers from your aching feet and puts on your boudoir slippers. But—there goes the call again, and before you know it, you're making up again for your next number, and the whole thing starts all over again!

**HARDEST DRILLING DURING
HOTTEST WEATHER**

Sometime when you're in a sympathetic mood, spare a little sympathy for the hard-working chorus girls and boys, who spend days and days going through tireless and tiring dance routines while the mercury's way up, so that you might enjoy watching them when you've come back to the city after a delightful summer at the shore or in the mountains, in the best musical show of the season.

What makes it the best? Here are a few of the reasons: We'll say it's one of those days that simply isn't fit to eat—it's about 90

in the shade, and one of those days that even the watch dog shouldn't be made to stay on the job. That, however, doesn't bother any parading director, his shirt sleeves rolled up, his curly hair plastered against his dripping forehead, claps his hands sharply.
"One—two—let's have it!"
And they let him have it, over and over again.
In the dim distance before there is the most uninspiring of scenes—a theatre with nobody in it, close and dark. Even the long rows of seats in their white summer covers look cool and inviting; they would be so soft and cool to hot, tired bodies.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
*KIDDERPORE	5,334	17th Aug. Noon	Straits, Colombo & Bombay.
MALWA	10,980	17th Aug. Noon	Bombay, Marseilles & London.
*KASHMIR	8,985	31st Aug.	Marseilles, London, Hull, Rotterdam & Antwerp.
MOREA	10,953	14th Sept.	Bombay, Marseilles & London.
MANTUA	10,946	28th Sept.	Bombay, Marseilles & London.
*MIRZAPORE	6,715	2nd Oct.	Straits, Colombo & Bombay.
*ALIPORE	5,273	9th Oct.	Straits, Colombo & Bombay.
*KARNATA	9,128	12th Oct.	Marseilles, London, R'dam & A'werp.

*Cargo only. *Calle Casa Blanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	27th Aug.	Singapore, Penang & Calcutta.
*DALGOMA	5,952	3rd Sept.	Singapore, Penang & Calcutta.
TILAWA	10,006	29th Sept.	Singapore, Penang & Calcutta.
TALAMBA	3,015	12th Oct.	Singapore, Penang & Calcutta.

*Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,958	30th Aug.	Manila, Sandakan, Thursday Island,
ST. ALBANS	4,500	4th Oct.	Townsville, Brisbane, Sydney &
ARAFURA	6,956	29th Nov.	Melbourne.
TANDA	4,500	3rd June	1930

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hio, Iloilo,
Cebu, Kolamburan, Tawao, Timor, Darwin, or other ports en route as in-
dicated on offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MOREA	10,953	16th Aug.	Shanghai, Moji, Kobe & Yokohama.
*SHEAFMOUNT	—	19th Aug.	Shanghai, Moji, Kobe & Yokohama.
*GARBEA	5,327	26th Aug.	Shanghai, Moji, Kobe & Yokohama.
KARNATA	9,128	30th Aug.	Shanghai, Moji, Kobe & Yokohama.
*MIRZAPORE	6,715	2nd Sept.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORE	5,283	4th Sept.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,006	9th Sept.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	16th Sept.	Shanghai, Moji, Kobe & Yokohama.
*ALIPORE	5,273	11th Sept.	Shanghai, Moji, Kobe & Yokohama.
MANTUA	10,946	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	3,015	19th Sept.	Shanghai, Moji, Kobe & Yokohama.
*KIDDERPORE	5,334	25th Sept.	Shanghai, Moji, Kobe & Yokohama.
KALYAN	—	27th Sept.	Shanghai, Moji, Kobe & Yokohama.
*NELLORE	—	29th Sept.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the connecting steamer.

All Cables are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at
the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage, Freight, Handbooks, etc., apply to:—
MACKINNON, MACKENZIE & CO.,
P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

NEW YORK, BOSTON & BALTIMORE.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "CITY OF CANBERRA" Via Suez Canal 10th September
S.S. "PYRRHUS" Via Suez Canal 30th September
Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

For Freight and particulars apply to:—
BUTTERFIELD & SWIRE & THE BANK LINE, LTD. Hong Kong.
Hong Kong & Canton: **JARDINE, MATHESON & CO., LTD.**, Canton.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE,
PENANG, COLOMBO AND
BOMBAY.

THROUGH BILLS OF LADING ISSUED
FOR BATAVIA, PERSIAN GULF,
CONTINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.

T "KIDDERPORE"

carrying His Majesty's Mails, will
be despatched from this Port on
or about SATURDAY, the 17th
August, 1929, at Noon, taking Cargo
for the above Ports.

Silk, Valuables and Tea for Italy,
France and London (under arrange-
ment) will be transhipped at
Bombay into the Mail Steamer
proceeding direct to Marseilles
and London.

Parcels will be received at this
Office until 5 p.m. the Day before
Sailing. The Contents and Value
of all Packages must be declared.
For further Particulars, Apply
to:—

MACKINNON, MACKENZIE & CO.,
Agents.

Hong Kong, 14th August, 1929.

CONSIGNEES.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

From NEW YORK, ETC.

S.S. "CITY OF KORE"
Consignees of cargo by the above
Steamer are informed that same
arrived by s.s. "Goryokhu" and all
goods are being landed at their risk
into the hazardous &/or extra-
hazardous Godowns of Holt's Wharf,
whence delivery may be obtained.

No claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undelivered after
18th August, 1929, will be subject to
rent.

All Claims against the Steamer
must be presented to the undersigned
on or before 25th August, 1929,
or they will not be recognized.
All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on any
Tuesday or Friday, between the
hours of 10.45 a.m. and Noon, with-
in the Free Storage period of one
week.

No Fire Insurance has been effect-
ed.
Bills of Lading will be countersigned
by:—

THE BANK LINE, LTD.,
General Agents,
Hong Kong, 13th August, 1929.

LYOYD TRIESTINO N. CO.
NOTICE TO CONSIGNEES.

From Trieste, Venice, Fiume, Spalato,
Port Said, Suez, Aden, Bombay,
Karachi, Colombo, Penang &
Singapore.

Chartered Steamship,
"PIAVE"

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf
and Godown Company, Ltd., at Kow-
loon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be forwarded
unless notice to the contrary be given
before 10th August.

No claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after the
16th August will be subject to rent.

All claims against the vessel must
be presented to the undersigned on or
before the 26th August or they will
not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
15th August at 10 a.m. by our surveyors
Messrs. Goddard & Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersigned
by:—
DODWELL & CO., LTD.,
Agents,
Hong Kong, 10th August, 1929.

LYOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES.

The Motor Vessel
"REMO"

From Trieste, Venice, Fiume,
Spalato, Brindisi, Port Said, Suez,
Massaua, Karachi, Colombo, Penang &
Singapore.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hong Kong and Kowloon Wharf
and Godown Company, Ltd., at Kow-
loon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be forwarded
unless notice to the contrary be given
before 13th instant.

No claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after the
19th inst. will be subject to rent.

All claims against the vessel must
be presented to the undersigned on or
before the 22nd inst. or they will not
be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
19th inst. at 10 a.m. by our surveyors
Messrs. Goddard & Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersigned
by:—
DODWELL & CO., LTD.,
Agents,
Hong Kong, 13th August, 1929.

CONSIGNEES' NOTICES

Consignees of cargo ex s.s.
"Piave" are reminded to take
delivery of their goods which will be
subject to rent after August 16.
Consignees of cargo ex s.s.
"City of Korea" are reminded to take
delivery of their goods which will be
subject to rent after August 18.

FRENCH MOTORSHIP

THE MESSAGERIES MARITIMES
RECENT ORDER

SULZER ENGINES SPECIFIED.

The Messageries Maritimes have
just placed with the Ateliers et
Chantiers de la Loire an order for a
fifth motor-ship, for which Sulzer
engines have again been specified,
this making the fourth H.M. line to
be fitted with engines of that type.
The first M.M. motor vessel was
the passenger liner "Théophile-
Gallier," 129.50 m. long between per-
pendiculars and 11,000 tons displace-
ment, fitted with two Sulzer engines
developing an aggregate of 6,000
h.p., constructed by the Compagnie
de Construction Mécanique Proce-
des Sulzer. She was placed on the
Mediterranean service at the end of
1926. When ordering their second
motorship, the "Eridan," intended
for the Australian service, the Mes-
sageries Maritimes decided also to fit
Sulzer engines (8,000 h.p.), con-
structed by the same Sulzer licensees.
The "Eridan" was launched on June
3, 1928, from the La Ciotat yards of
the Société Provençale de Construc-
tion Navale, and is now being
completed afloat. Her trials are ex-
pected to take place shortly.

Next came the orders for the
"Jean Laborde" (for the Madagascar
service), and this vessel is now on
the stocks at the La Ciotat yards,
and will be fitted with two Sulzer
B. and W. engines; and the "Felix-
Roussel" (China service), which is
under construction at the St. Nazaire
yards of the Ateliers et Chantiers de
la Loire, and will be driven by two
Sulzer engines to develop an aggre-
gate of 14,000 h.p., constructed by
the Compagnie de Construction
Mécanique Proce-des Sulzer. The
Felix-Roussel, which is expected to
be launched in the autumn, will be
163 m. long between perpendiculars,
with a breadth of 20.50 m. and a
displacement of approximately 22,000
tons.

The fifth M.M. motorship, just
ordered, will be almost similar to the
"Felix-Roussel," and is also intended
for the China line, but it is understood
that she will be a little longer, and
her length will be approximately 165
m. between perpendiculars. The pro-
posed machinery, similar to that of
the Felix-Roussel, will consist of two
Sulzer engines developing an aggre-
gate of about 14,000 h.p., and the
order for its construction has again
been placed with the Compagnie de
Construction Mécanique Proce-des
Sulzer, who will also supply the six
Sulzer auxiliary engines of 600 h.p. each.

The new liner will be named
"Georges Philippi" in honour of the
chairman of the company.

EXHIBITION SHIP

U.S. BID FOR DUTCH EAST
INDIES TRADE

Arrangements have been completed
by the American Exhibition Ship
Syndicate, to charter a vessel of the
Dutch East India Company, for a
voyage during the first half of next
year to the Dutch East Indies, with
products of American manufacturers
on display. This exhibition cruise
will start from New York on Febru-
ary 1st, returning on August 1, after
travelling 24,044 miles and calling at
21 ports.

The Netherlands Chamber of Com-
merce in New York, while not active-
ly connected with the syndicate, has
aided in the promotion of the project
in a desire to enlarge the export of
products of the United States, for one
of the most profitable markets for the
outlet of American manufac-
tures.

The islands are rich in agricultural
products and minerals, but have vir-
tually no industry of their own, and
that almost all manufactured articles
as well as the machinery to cultivate
the soil and prepare the raw
materials for shipment must be im-
ported.

Aim of the Exhibition
The aim of this exhibition cruise,
as pointed out by Dr. Van Aken, is
to invite the public of the Dutch
East Indies to a better, more com-
prehensive and more personal ac-
quaintance with the range of pro-
ducts manufactured in the United
States. A great advantage to the
American exporter, as emphasized by
Dr. Van Aken, is the policy of the
"open door" practised by the
Netherlands colonies in matters of
commerce and ocean transportation.

They have no preferential tariff
agreements with any nations, not
even with the mother country.
The exhibition ship will carry 46
groups of products according to pre-
sented plans. The syndicate will pro-
vide, in addition to its staff of ex-
ecutives, 25 men, each trained and
thoroughly acquainted with the pro-
ducts, to furnish complete trade in-
formation, and accommodations will
be available for a limited number of
the manufacturer's own representa-
tives.

Sailing from New York the vessel
will first call at Marseilles, where
she will remain seven days for
public inspection. Genoa and Naples
are next on the itinerary with a six-
day lay-over. From there the ex-
hibition ship will proceed to Port
Said, Colombo and Singapore, for a
stay of from three to seven days.
After this will follow a cruise around
the Dutch East Indies, the main ob-
ject of the trip, with a visit to 16
important harbours with stops of
from two to seven days, depending
upon the commercial importance of
each port.

S.S. "TIN YAT"

Arrangements are under way to run
the s.s. "Tin Yat" between here and
Canton. Her name will be changed to
the s.s. "Tung Shan" and she will fly
the British flag. Mr. W. J. Collins,
R.N.E., has relinquished his command
of the s.s. "On Lee" to take over this
ship. Mr. Fairfax, formerly of the
s.s. "Kwong Fook Cheong" will also
join the "Tung Shan" as Chief Officer.
She is to be operated by the Tin Yat
S.S. Company, her former owners be-
ing the Fook On S.S. Co.

MERSEY & HUMBER

THE SUBSIDY CHANGE
EXPLAINED

COAL EXPORTS

Following an announcement recent-
ly of the suspension of the subsidy
under the Five Counties Marketing
Scheme in relation to the export of
coal from the Humber and Mersey
ports, Mr. A. W. Archer, chairman
of the Export Committee of the Cen-
tral Collieries Commercial Associa-
tion, issued the following statement
to remove misconceptions which ap-
peared to prevail in coal circles, es-
pecially at the Humber and Mersey
ports:—

"There is not nor was there ever
contemplated any abolition of the
principle of a subsidy nor of a sub-
sidy itself, stated Mr. Archer. "All
bona fide export sales which comply
with the conditions, and which have
been duly registered with the Humber
and Mersey shipping bureaux, be-
come entitled to the subsidy at the
appropriate rate, the amount of the
subsidy hereafter will be determined
by the Export Committee in accor-
dance with the necessities of the cir-
cumstances as viewed by the commit-
tee."

"The erroneous impression has
been circulated that the subsidy has
been withdrawn to the intent and in
the sense that all export coal ship-
ped will be deprived of the subsidy.
That is not the case, and any such
unfounded allegation is merely put
forward by parties who imagine their
personal interests would be best served
by the failure of the Central Asso-
ciation's scheme."

"Malicious Nonsense"
"To say, as a prominent Hull coal
exporter is stated to have done, that
this change of policy presages the
end of the Five Counties' Scheme is
simply malicious nonsense. On the
contrary, what is taking place is the
concrete proof of the complete success
which has attended the efforts of the
Central Association."

Further, if the scheme were to
cease it would do more to prejudice
and retard the interests of the
Humber and Mersey ports than any-
thing which has occurred since the
end of the war. There is gratifying
evidence of improvement in the ex-
port trade of members of the Cen-
tral Association, and an increasing
demand in export markets for York-
shire and Midland coal.

More Efficiency Co-ordination
There is a widespread opinion in
France and Germany that if British
export trade were better directed and
more efficiently co-ordinated British
export prices would be higher than
they are. The export committee of
the Central Association believe that
by concerted action in the British
coalfields, prices for various classes
of export coal in certain markets
should be raised. It has, therefore,
been decided as a temporary experi-
ment to put that view to the test
by a withdrawal of the subsidy on
future sales for an indefinite period,
that is to say, on sales which have
not yet been made. If, however, the
other exporting districts on the east-
ern seaboard of Great Britain fail to
respond to the gesture, made for the
purpose of endeavouring to increase
the revenue from export coal sales,
then the export committee of the
Central Association will take such
steps as may be necessary to meet
the situation.

The Central Association has no in-
tention whatever of relaxing its
export tonnage on what it hopes will
be a higher price level.

COASTING TRADE

REVISED SCALE OF
PAY

A matter of some concern to the
officers affected in a coasting service
has for a considerable time past been
occupying the attention of the execu-
tive of the Imperial Merchant Service
Guild at headquarters with a view to
the amelioration of the grievances
which existed. In this connection the
remarks of a member, as contained in
a letter to the secretary, are of inter-
est as touching upon the question of
those concerned in the matter who are
not supporters of the society.

"I regret very much indeed that I
have allowed such a long time to
elapse before replying to your letter.
The only excuse I can offer is the want
of interest and apathy shown by the

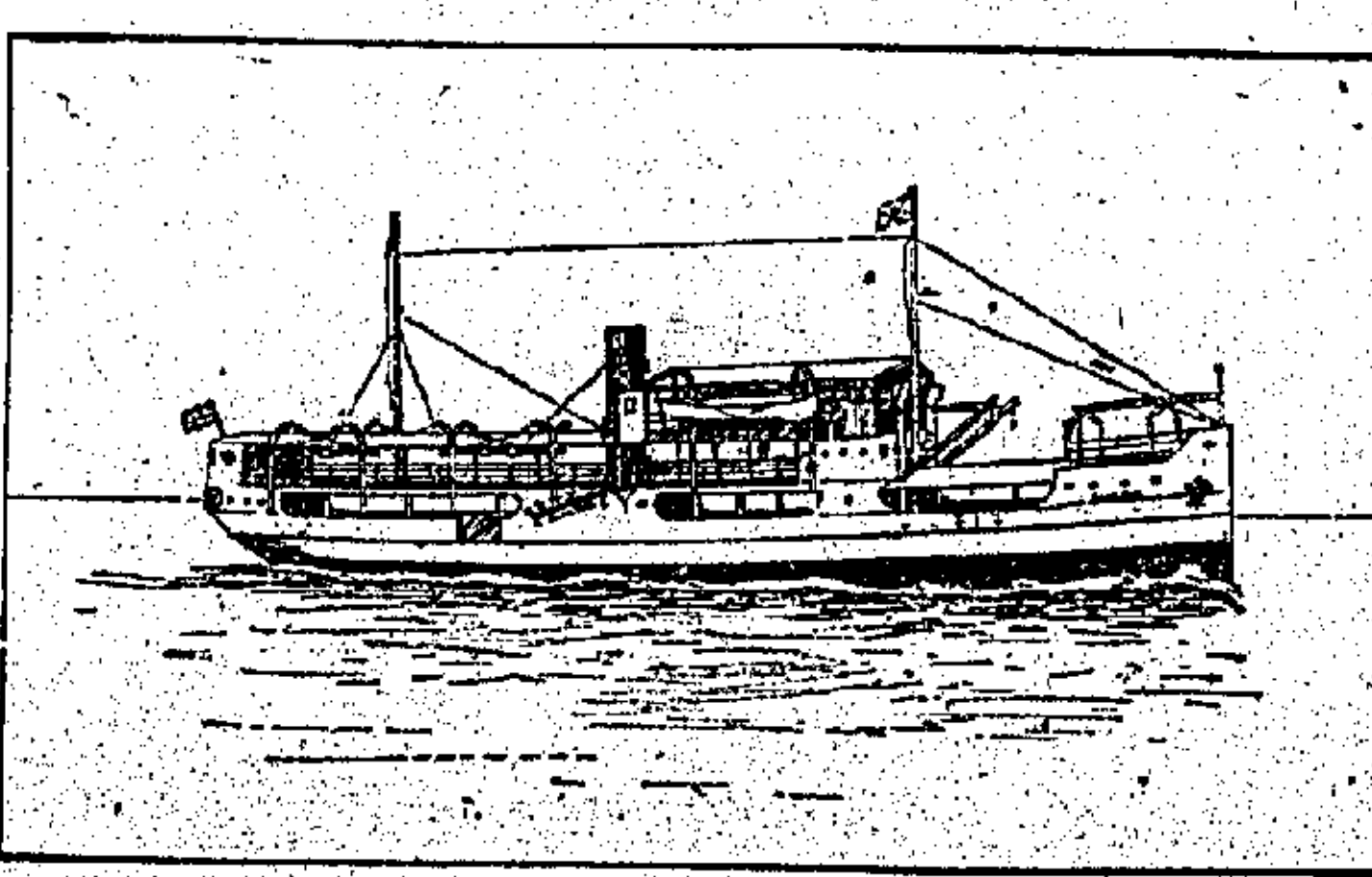
SPEED—GOOD SERVICE—COMFORT
S.S. CHUEN CHOW
Week Day Sailing from Hong Kong at 2 p.m.
Arriving Macao at 5.30 p.m.
Sailing from Macao at 7.50 a.m.
Arriving Hong Kong at 11.20 a.m.
Sunday Sailing from Macao at 6 p.m.
H.K. 10 p.m.
Freight and Passage apply to:—
CHUEN ON STEAM BOAT CO., LTD.
4, Connaught Road W.
Tel. C. 6061.

THE KWONG HIP LUNG CO. LTD.
ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and
IRON FOUNDERS. All work done in this establishment is guaranteed.
We have over thirty years' experience. We own two Slipways and can
accommodate any craft of 200 feet long.
Town Office: 64, Connaught Road Central, Hong Kong, Tel. Central No. 459.
Shipyard: Shau-Sui-Po, Kowloon, Hong Kong. Tel. Kowloon No. 2.
Estimates furnished on application.
Hong Kong, April 1, 1924.

AT PRESENT, OUTDOOR WORK ONLY
K. FUJIYAMA
PHOTOGRAPHER.
NIGHT PHOTOGRAPHY AND EN-
LARGEMENTS A SPECIALITY.
ENLARGEMENTS CAN BE MADE
FROM ANY PHOTOGRAPH.
NEW, OLD OR FADED.
WEDDINGS AND GROUPS A FEATURE.
SPECIAL ATTENTION GIVEN TO
DEVELOPING, PRINTING AND
ENLARGING AMATEURS'
PHOTOGRAPHS AT A VERY
MODERATE CHARGE.
PROMPT DELIVERY GUARANTEED.
I can give you as good results as any Photographer
in the City and better than 95% of them.
TEMPORARY OFFICE:
3rd FLOOR, 117, PRAYA EAST, HONG KONG.

HONG KONG TIDE.
The tide-table given below has been
obtained by aid of the Tide-predicting
Machine, which includes 40 compo-
nents for the better prediction of tides,
from the result of the analysis of the
tidal observations, taken at the Kow-
loon tidal observatory under the
direction of Dr. Doherty during the
years 1887, 1888 and 1889.
The times and heights are given for
Kowloon; but they may be used for
the Victoria Naval Yard and Aberdeen,
the difference being very small.
The times of high-and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

August 15 to 21, 1929.				
DATE	HIGH WATER	Standard Times	Standard Times	Low Water
August				
Thurs 16	6.54	6.0	1.53	2.9
Fri 17	6.13	3.9	1.18	3.9
Sat 18	6.24	6.3	2.10	1.6
Sun 19	6.44	4.0	0.29	3.9
Mon 20	7.47	6.9	1.13	3.8
Tues 21	10.20	4.2	3.12	1.0
Wed 22	8.24	7.2	1.67	3.8
Thurs 23	10.55	4.3	3.43	0.9
Fri 24	9.14	7.4	2.27	0.4
Sat 25	10.49	4.4	4.14	0.8
Sun 26	9.35	7.5	3.18	3.1
Mon 27	11.4	4.5	4.45	0.9

THE HONGKONG & WHAMPOA DOCK CO., LTD.
TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.
DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER
MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS,
ELECTRICIANS.

M.S. "SUGBO"
Single screw steel passenger and cargo motor ship. Dimensions: — 154' 0" R.P

AT ALL HOTELS
AND CLUBS.

CALL FOR

"U" BEER
PILSNER URQUELL

THE ORIGINAL PILSNER BEER.

Agents—

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants.

Phone C. 16.

Kowloon K. 19.



"PHONE"

K. 32

OR

C. 1279

FOR

LAUNDRY,

DRYCLEANING

OR

DYEING

SERVICES.

FURNITURE COVERS, TAPESTRIES, EMBROIDERIES,
NET AND ART-CURTAINS CAN BE BRIGHTENED UP
BY SKILFUL CLEANING OR DYEING IN OUR **DRY**
CLEANING DEPT. (CARPETS SPECIALLY
SHAMPOOED).

THE STEAM LAUNDRY CO.

Sanitary Landlady, Dyer and Dry-cleaner.
HEAD OFFICE & WORKS: HONGKONG, Tel. K. 32. KOWLOON HOTEL DEPOT.
HONG KONG DEPOT: 19, Stanley Street, Tel. C. 1279. PENINSULAR DEPOT:
HONGKONG HOTEL (Visitors only).
Write or Phone for complete Price List.

EXSHAW

No. 1 BRANDY

Is the best—recommended by
everyone.

CALDBECK, MACGREGOR & CO., LTD.

(Incorporated under the Companies' Ordinances of Hong Kong.)
Prince's Building, Ice-House Street Tel. C. 75.

OPTAMINT TABLETS.

These tablets will help to keep the mouth and throat
free of microbes, for as soon as this tablet becomes dis-
solved in the mouth, Formalin is generated, which makes
direct attack on the antagonistic microbes. They are
the best remedy for avoiding infections, which enter the
body through the mouth.

OBTAINABLE AT ALL DRUG STORES.

Sole Agents—

Tel. C. 3313.

CHINA BUILDINGS.

LYEN BROTHERS.

KAIPING COAL

FOR HOME, FACTORY & POWER HOUSE.

HOME,
FACTORY
AND
BUNKERS



POWER
HOUSE,
TUGS &
LOCOS

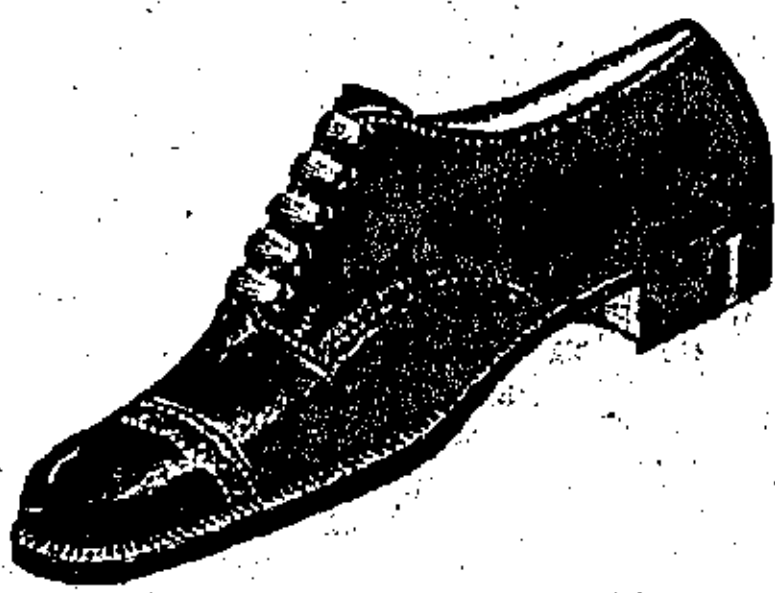
For Price Apply to

THE KAILAN MINING ADMINISTRATION.
DODWELL & CO., LTD., Agents, Hong Kong.

WHITEAWAYS

GREAT SALE
SURPRISE OFFER

IN
BOOTS & SHOES



In order to make room in our fixtures for huge stocks
coming forward in September, we are offering a lot of
our present stock of Men's Boots and Shoes at

\$10.00 pair.

WHITEAWAY, LAIDLAW & CO., LTD.

The China Mail.

[Every evening except Sunday.
Annual subscription, excluding
postage abroad, H.K. \$36, payable
in advance. Local delivery free.]

Overland China Mail.

[The weekly edition of the "China
Mail." Annual subscription, H.K.
\$18 including postage \$15, payable
in advance.]

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers,
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES—
Office: Central 22.
Editorial: Central 4641.
Cable Address:—Mail, Hong Kong.

London Offices:—The Far East-
ern Advertising Agency (London),
Ltd., 36-38, Southampton Street,
Strand, W.C.2.

Hong Kong, Thursday, Aug. 15, 1929.

OCEAN AIR PORTS

While sincere sympathy will
be felt with the Japanese, and
particularly with their War
Office in Tokyo, owing to the
appalling air disaster which oc-
curred yesterday near the capital
and in which no fewer than eight
valuable lives were lost, yet the
news of the very progressive step
that is now about to be made in
aviation, by the erection of air
ports in the Atlantic, cannot but
be hailed generally with con-
siderable satisfaction. Such air
ports, as are referred to in tele-
grams to hand, come, of course,
not as a complete surprise. They
have been "in the air" as it were
for a long time—in fact ever
since Col. Lindbergh flew alone
across the Atlantic and thus de-
monstrated that at last safe
aviation across that mighty
stretch of water had be-
come at least something closely
akin to a commercial possibility.
We were then told that Col. Lin-
dbergh himself was of opinion
that the time had come for the
serious consideration of such air
ports or islands in the Atlantic
being placed at certain specified
points between North America
and Europe.

Since then the promoters of
the scheme appear to have been
gradually developing the project
with the result that they are now
able to let us have some concrete
facts regarding it. The first of
a series of air ports, we are told,
will be anchored between the
United States and the Bermudas,
the Azores Islands, and Europe.
Mr. Joseph Macdonald, an
American naval architect, is now
busily engaged on the project,

while the Roebling Company
are working on the high anchor-
age cables and the Sun Ship-
building Company (also of the
United States) "will soon start
work on the underwater sections."

The latest details to hand are
even more interesting to the gen-
eral public as we learn that the
first floating aerodrome will be
ready for use next August. Each
of these aerodromes will have a
displacement of 15,000 tons, will
be 400 feet wide and 1,200 feet
long with a landing deck 70 feet
above sea level. They will be
anchored by masses of steel and
masonry even at the deepest part
of the ocean and each will have
hangars, repair shops, a restaur-
ant and an hotel. There will also
be buoys with lights and signal-
ling apparatus placed at intervals
of 50 miles between the islands.
Verily we live in a wonderful
age—a real aviation age—and
before long flying across the
Atlantic in enormous airships
will be as commonplace an event
as travelling by sea in steam and
motor ships.

Quarantine regulations have been
put into force against shipping from
Shanghai on account of cholera.

A boiler maker employed at the
Kowloon Dock, was yesterday re-
moved to the Kwong Wah Hos-
pital suffering from a fractured
spine caused when he fell to the
bottom of No. 2 Dock from a ship
on which he was working.

A Chinese named Siu Kau (20),
living on the second floor of No.
15, Wing Shing-street, was yester-
day removed to the Government
Civil Hospital suffering from
scalds on his chest and back
caused whilst he was screwing on
the radiator cap of a Hong Kong
Hotel bus.

Criminal Sessions for this month
commence at the Supreme Court on
Monday next at 10 a.m. There is
only one case on the calendar. It
concerns Lung Chik-wah who is
indicted for offering a bribe of \$50
to Police Sergeant McLeod. The
case will be heard before the Puisne
Judge (Mr. Justice Wood) and a
jury.

A woman named Natalia
Fernandez (25), described as a
married woman living at No. 15,
Bowrington Canal-road East, who
claimed to be a native of Panama,
was this morning charged before
Mr. E. W. Hamilton, at the Central
Magistracy, with assisting a
soldier in Praya East last night.
She was fined \$50 or two months' jail.

Herr Gipperich, German Consul in
Hong Kong, leaves tomorrow by
the "Burgeland" for Shanghai en-
route to Tsinan after being here
for about a year. He has had, how-
ever, a long experience of the Far
East having previously served at
Peking, Tientsin, Harbin and
Tsinan. Herr Gipperich, who takes
Herr Gipperich's place arrived a
few days ago.

GOING HOME

NAVAL YARD BIDS A FOND
FAREWELL

MESSRS. BLACK AND WYNNE

At the Royal Naval Dockyard
the "trooping season" appears
something more than a hardy
annual—it is a perpetual feast.
Heads and members of Depart-
ments come—and they go. And
on their going an ancient custom
ordaineth that their colleagues
shall meet in the Dockyard Re-
creation Club to bid them some-
thing more than a mere perfunctory
"good-bye."

Such a gathering—almost a
weekly occurrence of late, owing
to the large number who have
been "trooping" Homeward—took
place yesterday evening. It was
in the nature of a double event,
two members of the Chief En-
gineers Department sitting in the
seats of the mighty. These were
Mr. F. W. Black and Mr. Fred.
Wynne. And there was a goodly
attendance present to bid them
goodbye and wish them all that
they could wish for themselves on
reaching the Naval Dockyards in
the Old Country. Mr. W. B.
Bickford, Chairman of the Club,
presided, being supported by En-
gineer Captain Michell, R.N., Chief
Engineer, and Commander (E.)
T. E. Docksey, R.N.

Dual Presentation
The Chairman, after expressing
his pleasure in being asked to
preside over what was really a
Departmental function, referred in
eulogistic terms to Messrs. Black
and Wynne, whose departure they
all sincerely regretted.

Engineer Captain Michell, R.N.,
then presented, on behalf of their
colleagues, a Blackwood cabinet
and stool to Mr. Black and a gold
watch to Mr. Wynne. In doing so
he stated that it had been his in-
tention to bring along the "China
Mail," the "Sunday Herald," and
the other papers and read to that
gathering all the nice things that
had been written concerning Mr.
Black. Unfortunately he had left the
papers in the house! He could,
however, supplement what had
been written of Mr. Black in his
sporting circles by alluding to
his work in the drawing office of
the Dockyard. As they knew, it
was an old excuse, when anything
went wrong, to blame the draw-
ing office. So long as Mr. Black
was there, however, that excuse
could never have been made. He
was ever a conscientious craftsman
and when they wanted anything
they had only to send to Mr.
Black; a drawing was made; and
the thing was done. He wished
Mr. Black all good luck when he
"joined up" at Devonport.

In regard to Mr. Wynne, said
Captain Michell, he was indebted
to him for the first real laugh on
first arriving here. That was the
occasion of the children's sports
at Stonecutters, where Mr.
Wynne's efforts amused adults as
well as children. He wished him
a pleasant voyage and a happy
time at Home.

The Responses
Messrs. Black and Wynne suit-
ably acknowledged the presenta-
tions, following which the com-
pany drank their healths and sang
"For They Are Jolly Good
Fellows."

A musical programme was pro-
vided by Messrs. Bartlett,
Canniford and Bates, the happy
party ending all too soon with
"Auld Lang Syne" and the
National Anthem.

ANOTHER ASSAULT

CHINESE REMANDED ON BAIL
OF \$500

A Chinese was charged this
morning at the Kowloon Magis-
tracy with causing bodily harm to
another Chinese in Reclamation
Street.

Mr. E. S. C. Brookes, who ap-
peared for the defence, applied
for a date to be fixed for the
formal hearing, and his Worship
mentioned Saturday afternoon.
Bail was fixed at \$500.

Det. Inspector C. P. Fallon said
that the case was one of "one
man's word against the other."

BUS ACCIDENT

An accident occurred on Tuesday
night on the No. 2 Bridge (where
Chatham-road meets Gascoigne-road),
No. 4 bus (of the Kai Tak Motor Bus
Co., Ltd.), whose route is from the
Yau Ma Tei Ferry to Kowloon City, crash-
ing into a telephone post, and up-
rooting a recently planted tree.

The accident also involved a Chinese
child who was knocked down. The bus
tried to avoid the child and averted to
the side, but could not quite aver-
t it, and the child was injured.

Several of the glass windows of the
bus were smashed, resulting in some
of the passengers being cut.

CRUELTY TO POULTRY

"Do you not realize that you hurt
the chickens and duck by carrying
them by their wings?" said Mr. T. S.
Whyte-Smith to a Chinese at the Kow-
loon Magistracy this morning, who
was charged with cruelty. Defendant
was fined \$5.

MR. J. E. HANCOCK

DEATH IN HOSPITAL AFTER
AN OPERATION

LOSS TO VOLUNTEERS

The death has occurred at the
French Hospital, from complica-
tions following an operation for
appendicitis performed on Monday,
of Mr. J. E. Hancock, manager of
Reno, Ltd., the typewriter depart-
ment of Messrs. Dodwell and Co.,
Ltd.

Mr. Hancock, who was in the
prime of his life, was originally in
business for himself in Hong Kong
as a commercial artist and adver-
tising expert, with an office in
Wyndham-street. Early this year
he gave up business and joined
Messrs. Dodwell's.

A keen Volunteer, Mr. Hancock
was a Lieutenant in the Armoured
Car Section of the Hong Kong
Volunteer Defence Corps, and was
a valuable officer in view of his
service as a regular Army officer
during the War, with the 14th Army
Division in France.

A Fine Sportsman
Mr. Hancock was also a fine
sportsman, being more than ordi-
narily adept in various sports, in-
cluding boxing. He was particu-
larly fond of cricket and played
some good games both for the Hong
Kong Cricket Club and the Kowloon
Cricket Club.

As a commercial artist and ad-
vertising expert, Mr. Hancock was
responsible for the design of cover
decorations on the programmes of
various local charity fetes, princi-
pally that of the Ministering Chil-
dren's League, of which he was a
keen supporter, and also handled
the advertising of some of the prin-
cipal Hong Kong firms.

Much sympathy in their sad loss
will be felt for Mr. Hancock's rela-
tives in England.

The Funeral

The funeral, which will be with
Military honours, with the Hong
Kong Volunteer Defence Corps in
attendance, will take place this
evening, passing the Monument at
5 o'clock.

PORTUGUESE LOSS

MRS. G. RODRIGUES PASSES
AWAY

We regret to announce the death
of Mrs. Guilhermina Rodrigues
which occurred at her residence, St.
Joseph Terrace, at 9.30 yesterday
morning.

The deceased lady, who was in
her 76th year, was a well-known
and respected member of the Por-
tuguese family, and her death
will come as a shock to all who
knew her.

She is survived by two sons
and a married daughter. One of
her sons, Mr. A. J. M. Rodrigues,
is the popular bandmaster of the
Hong Kong Volunteer Defence
Corps band, and is connected
with the Eastern Extension, Aus-
tralia and China Telegraph Co.,
Ltd. The other son, Mr. P. J. M.
Rodrigues, is employed at the
Colonial Treasury. Deceased's
married daughter, Mrs. Maher, is
a resident of Macao, for whom the
deepest sympathy is extended.

The funeral took place yester-
day evening at the Roman Catho-
lic Cemetery, Happy Valley, before
a large concourse of friends and
relatives. The Rev. Father Rossi
officiated at the graveside.
Many floral tributes were sent.

FRENCH FLAGSHIP

DENIAL OF AN EPIDEMIC ON
BOARD

In regard to the French flag-
ship now on its first visit in Hong
Kong, a Havas telegram received
this morning from Paris reads:

"The French Ministry of Marine
enthusiastically denies the assertions
of a Communist paper in regard to an
alleged epidemic and incidents on
board the armoured cruiser 'Waldeck
Rousseau,' which is at present bound
for Hong Kong and is in perfect con-
dition."

"TIME" FOR A CLOCK

THEFT FROM A SOLICITOR'S
OFFICE

Mr. Ismael Chan, solicitor's
clerk in the firm of Lyson
and Hall's branch office at
454 Nathan Road, Kowloon was com-
plainant at the Kowloon Magistracy
this morning before Mr. T. S.
Whyte-Smith, when a Chinese was
charged with the theft of an alarm
clock worth \$2.00 from the desk in
the office, on the ground floor.

The Magistrate pointed out that
accused had served six weeks in
jail in April for receiving stolen
goods and therefore he sentenced
him to four months hard labour this
time.

Det. Inspector Fallon told his
Worship that there had been numer-
ous larcenies during the last few
months.

FATAL FALL FROM VERANDAH

An amah employed at No. 239, Re-
clamation-street, Yau Ma Tei, was killed
yesterday afternoon when she over-
balanced and fell from the first floor
verandah whilst leaning out to hang
clothes to dry.

P'RAPs

P'RAPs NOT!

He (during lances): "My shoes
are just killing my feet."
She: "They're killing mine, too."

Author: "Ah—women—wo-
men."

Colleague: "Yes, but if all the
marriages were happy, what would
we poor novel writers do for a
living?"

Mrs. Stukcup: "Tell the gentle-
man I'm not receiving to-day, Jane."
New Servant: "But he ain't de-
liverin', ma'am; he's collectin'!
He's come for the piano."

Wife (examining day's catch):
"Is it true, that fish go about in
schools?"

Hubby: "Yes, my dear; why?"
Wife: "Oh, by the size of these
I should think you have disturbed
an infant class."

Disguised Policeman: "I suppose
you do a bit of poshing, mate?"

Village Yokel: "Aye."

Disguised Policeman: "How
often?"

Village Yokel (with a wink):
"When missus is poorly an' I cooks
my own breakfast!"

His saxophone playing was the
chief thing in his life.

One night when he was strutting
about the room, tooting for all he
was worth, and making the dickens
of a row, his wife tried a mild
protest.

"Jim," she ventured, "you are
making an awful noise."

"Sorry, darling," he replied, as
obligingly he sat down, took off his
boots, and then got up and resumed
playing.

Mrs. Smith: "We've had our
new car two months now, and my
husband hasn't learned to drive
yet."

Mrs. Jones: "Oh, I didn't know
you had a son!"

Sweet Young Thing (to airman):
"What happens if your parachute
fails to open?"

Bored Airman: "You go back and
get another one."

Wife (complainingly): "I
thought you were only going out for
a second?"

Husband: "Yes, dear; and I've
had it."

He: "If I'd known how sarcastic
you were I never should have mar-
ried you."

She: "You had a chance to
notice it. Didn't I say, 'This is so
sudden, when you proposed to me
after four years' courtship?'"

Office Boy: "I called round at
Mr. Dodgett's as per your instruc-
tions, sir, but his office was shut up.
He's gone."

Boss: "Gone! Gone where?
Gone for a rest?"

Office Boy: "Well, not exactly,
sir. As far as I could make out,
he's gone to avoid it."

"Yes, it's really remarkable," ob-
served mother, at the head of the
table. "Johnny seems to eat twice
as much chicken when we have
visitors."

"Indeed!" exclaimed the visitor.

"And why is that, Johnny?"

Johnny (with his mouth full of
chicken): "Cause that's the only
time we have it!"

The cyclist has lost his way, and
had inadvertently got on a private
road. Suddenly he was confronted
by a very stout irate bailiff.

"Look here, young man," bawled
the bailiff, "you go back! You'll not
proceed any farther, except over my
dead body!" "Very good," replied
the cyclist. "If it's like that I'll
go back. I've done enough till
climbing to-day already!"

Sentimental Suitor (after being
rejected): "I shall never marry
now."

The Lady: "Silly man! Why
not?"

Sentimental Suitor: "If you
won't have me, who will?"

It is recounted that when Thomas
Hardy was being urged by his pub-
lisher to have a press agent he
firmly refused, saying:

"No, no. Eggs sell according to
their excellence, and not according
to the amount of cackling that was
done when they were laid."

The country women, mother and
daughter, were at the Zoo for the
first time. They came to the hip-
popotamus, and stood for several
minutes transfixed in silent won-
der.

Then the mother turned to her
daughter and said slowly and
solemnly:

"My! Ain't he plain?"

THE "YARDSTICK"

U.S.A. PREPARING FOR
DISARMAMENT

WHITE HOUSE CONFERENCE

Washington, Yesterday.
A conference has been held at the White House between President Hoover, Mr. H. L. Stimson, and Mr. C. F. Adams, Secretary of the Navy Executive Committee Navy Board, with regard to the proposed "Yardstick" method of reducing naval armaments and correspondence with regard to negotiations between General Dawes and Mr. MacDonald.
Mr. Stimson, interviewed, said the conference intended to make sure there were no radical difference in the viewpoint of civilian officials and naval advisers. He added that the views of the naval experts would naturally be fully considered in the limitation discussions.
It is understood that the American Government are rapidly completing a formula for a "Naval Yardstick."—Reuter's American Service.

AROUND EUROPE

BRITISH FLYERS DOING WELL
IN BIG RACE

THE FIRST LAP

Orly, Yesterday.
Eighteen of the leaders in the circling Europe air race landed this afternoon in the last lap from Brussels but were not allowed by the rules to land before 3 p.m. Most of them arrived half-an-hour earlier and circled the aerodrome till the clock struck.
They included the British flyer, Lord Carbery, Mr. Spunner and Captain Broad.
The competition will end on August 20.
Therefore, there is plenty of time for the stragglers to arrive. The winner will be the scorer of most points for speed and regularity.—Reuter.

SOVIET TRADE

AMERICA'S DELEGATION TO
RUSSIA

LEAVE FOR HOME

Moscow, Yesterday.
The delegation of 50 American business men, who had been investigating the economic conditions of Russia have left for home via Berlin.—Reuter.

TO BATAVIA

A REGULAR FORTNIGHTLY
SERVICE

STARTS NEXT MONTH

Amsterdam, Yesterday.
The Royal Dutch Air Line will start a regular fortnightly service to Batavia on September 12.—Reuter.

WONG SHIU-HUNG

HIS ARREST ORDERED BY
NANKING

Shanghai, Yesterday.
A report has been received from Nanking that the State Council of the National Government has ordered the arrest of Wang Shao-hung (Wong Shiu-hung) one of the former leaders of the Kwangsi clique, who was last reported to be taking refuge in Hong Kong.
The arrest of Wen Shu-teh, formerly Admiral of the Canton Navy under Chiang Kwing-ming, is also ordered.—Reuter.

CANTON, YESTERDAY.

The National Government has issued instructions to all Government organs for the arrest of Wang Shao-hung, a former Kwangsi leader, and also Wen Shu-teh, an ex-Admiral of the Peiyang Fleet during the regime of Chang Tso-lin.—Canton News Agency.

M. POINCARE

LEAVES NURSING HOME IN
EXCELLENT SPIRITS

Paris, Yesterday.
M. Poincare returned to-day to his residence, from the nursing home. He will now await his second operation, one month hence. He is said to be in excellent spirits.—Reuter.

A LEAP TO DEATH

A sensation was caused in Hollywood-wood soon after nine o'clock this morning when a middle-aged Chinese committed suicide by jumping into the street from the top floor verandah of house No. 207.
He fell head first and was killed instantaneously.

A son was born last month to Mrs. Violet Mary Geraldine Cripps, wife of Col. Frederick Heyworth Cripps, second son of Lord Rarnhor, the President of the Council.

AIR ISLANDS

FLOATING AIRPORTS IN THE
ATLANTIC

WORK PROCEEDING

New York, Yesterday.
Plans for the construction of the first of a series of Trans-atlantic airports were announced to-day by Mr. Joseph MacDonald, a naval architect. He says the Roebing Company is already working on huge anchorage cables, and the Sun Shipbuilding Company will soon start work on the underwater sections.
The parts will be assembled in Delaware Bay, and when made up will be anchored in the ocean off Cape May. Other airports will be anchored between the United States, the Bermudas, the Azores and Europe.
M. Louis Bleriot says he is co-operating with a United States engineer to construct floating islands in the Atlantic for refueling and repairing aeroplanes. One is already on the point of completion.—Reuter's American Service.

Further Details
A later telegram states that it is hoped the first floating aerodrome will be ready for use on August 30.
The aerodromes will each have a displacement of 15,000 tons, and be 400 feet wide and 1,200 feet long with a landing deck of 70 feet above sea level. They will be anchored by masses of steel and masonry even in the deepest part of the Ocean.
Each will also have hangars, repair shops, a restaurant and a hotel.
Buoys with lights and signalling apparatus will be placed at intervals of 50 miles between the islands.—Reuter's American Service.

COTTON DISPUTE

EMPLOYERS NOW FAVOUR
ARBITRATION

INVITATION TO OPERATIVES

London, Yesterday.
Joint Committees of both employers' organisations have decided to invite the operatives to meet them for the purpose of agreeing on arbitration; but it has been decided that there can not be question of re-opening the mills till the terms of the proposed arbitration had been mutually arranged.—Reuter.

Earlier Telegram

London, Yesterday.
Although the cotton outlook is more hopeful, it is recognised that there is still a long way to go before coming to a settlement. It is hoped the decision of the employers to-day will lead to a meeting with the operatives on Thursday.
Sir Horace Wilson has not yet been able to decide whether he can go to Canada on Friday to join Mr. Thomas. He has already booked his passage, but is prepared to stay in Manchester if necessary.—Reuter.

AIR TRAGEDY

EIGHT JAPANESE HURLED TO
DEATH

Tokyo, Yesterday.
Six officers were killed and one seriously hurt when a new bomber, which was taking a party of officers of the General Staff on an air inspection, crashed from a height of 200 metres shortly after hopping off from Tachikawa aerodrome, near Tokyo.
The dead include Major-General Tsuneharuo Ogawa, Chief of the Operations Bureau; Colonel Fujikawa, Chief of the Operations Section; and Major Abe, Chief of the Aircraft Section.
A second machine which took off at the same time contained General Suzuki, Chief of the General Staff, and other high military officials, but it continued its flight without mishap.

"Horror!"
General Suzuki, Chief of General Staff, whose machine took off from Tachikawa a few minutes before the ill-fated bomber crashed, has arrived at Kagami-gahara, near Hamamatsu. He was horrified to learn of the disaster which had befallen his brother officers.
Owing to clouds, he did not witness the fatal plunge, and was therefore quite unaware till his arrival at Kagami-gahara of what had happened.
Although he intended to attend the special anti-aircraft manoeuvres which are now being held in the neighbourhood of Hamamatsu, General Suzuki immediately entrained for Tokyo.

Later.
Major Fukuyama, a staff officer who was seriously injured, had died, bringing the death toll to eight, as the body of a non-commissioned officer was also found amongst the wreckage.—Reuter.

Admiralty fleet orders issued announcing that the destroyers of the 1928 new programme will be known as the Beagle class.

SHORT OF MONEY

TWO PRIVATES OF SOMERSET
LIGHT INFANTRY

JAIL FOR THEFT

Privates H. Briggs and T. E. Wynnes, of the 1st Battalion, the Somerset Light Infantry, were charged before Mr. E. W. Hamilton, at the Central Magistracy, this morning, with the theft of three gilt and one metal wrist watches, worth \$22.50, from a Chinese shop at No. 26, Queen's-road East last night.
The men entered the shop and asked to be shown some watches, and then suddenly snatched up two each and ran out. They were chased by the shop employees and eventually arrested.
Both accused pleaded "guilty."
When asked by the Magistrate if they had anything to say, Briggs replied: "We were short of money yesterday, so we went out with the intention of stealing. We intended to sell the watches and use the money."
Mr. Hamilton: Well, I suppose it is the old story of getting home. His Worship added that he could not regard the offence lightly because two men from the accused's regiment had been before him for similar offences not long ago, and the sentence passed on them did not seem to bear much weight as a deterrent to others.
Accused were sentenced to six months' hard labour each.

Mr. Hamilton: Well, I suppose it is the old story of getting home. His Worship added that he could not regard the offence lightly because two men from the accused's regiment had been before him for similar offences not long ago, and the sentence passed on them did not seem to bear much weight as a deterrent to others.
Accused were sentenced to six months' hard labour each.

A MODERN SCHOOL

ST. STEPHEN'S COLLEGE AT
STANLEY

THE NEW BUILDING

The St. Stephen's College has occupied its new building at Stanley since May this year. The main building, servants' quarters, laundry, and garage are completed and it is hoped that the second large hostel will be ready at the beginning of September.
The main building contains a fine large assembly hall capable of seating five hundred; also large well-lighted and airy class-rooms on the ground floor, and boarders' rooms on the upper floor. The second building contains dining and common rooms, kitchens and additional accommodation for boarders.

The water supply is conducted by pipe-line from Tytan, and the sanitary system is supplied with water pumped from wells in the College grounds.
Students' Health Good
The benefit of the change from the old buildings to a modern school with so much open-air life have already been felt, and the health of the students has been very good. There are extensive playing fields and excellent facilities for safe sea-bathing.
Visitors are always welcome, and it is intended to have an opening ceremony in the Autumn.
A new illustrated prospectus has been issued and may be obtained on application to the Warden or from Li Hoi-tung, c/o Banker & Co. Bank of China Building, Queen's-road Central.

Earlier Telegram
London, Yesterday.
Although the cotton outlook is more hopeful, it is recognised that there is still a long way to go before coming to a settlement. It is hoped the decision of the employers to-day will lead to a meeting with the operatives on Thursday.
Sir Horace Wilson has not yet been able to decide whether he can go to Canada on Friday to join Mr. Thomas. He has already booked his passage, but is prepared to stay in Manchester if necessary.—Reuter.

BUTCHERS' SCALES

DESPICABLE METHOD OF
CHEATING

The tampering with scales by Singapore meat and other vendors is prevalent and housewives and servants are frequently given short weights when making their purchases in the markets. A case in point came up before Mr. P. S. Williams, the Second Magistrate, when an Indian Mohammedan mutton butcher was fined \$10.

Inspector McEwan, of the Weights and Measures Department, said that, following a number of complaints from those using Kangand Kerbau Market, he proceeded there and inspected the scales used by butchers. The accused was selling mutton and he was using the spring scale complained of. On examination he found that a heavy hook had been substituted for the original hook and also that the inside mechanism had been tampered with. As a result of this interference with the proper registration of the weights there was actually a loss of two ounces to every one pound. Inspector McEwan added that a great deal of this kind of fraud was going on.

The accused denied that he interfered with the scale and said that all he did was to replace a new hook when the original one was broken. He had been in his present trade only a few days and had been in Malaya only for seven or eight months.

Inspector McEwan informed the Court that the accused had had two previous convictions for similar offences, one in January, 1925, and the other in November, 1928. His Honour imposed the penalty mentioned for being in possession of an unjust spring scale and tampering with the scale. In default of the payment of the fine the accused had to undergo three months and 15 days' imprisonment.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED
IN "CHINA MAIL"

Social Functions
To-day—Dinner Dances at Hong Kong Hotel, Repulse Bay Hotel and Peninsula Hotel, 8.30 p.m.
Aug. 29—At European Y.M.C.A. Kowloon, Flannel Dance, 9 p.m.

Entertainments
To-day—Queen's Theatre: "A Lady of Chance."
To-day—World Theatre: "Tracked by the Police."
To-day—Star Theatre: "Odette."

To-day—Majestic Theatre: "Diamond Handcuffs" at 5.20 and 9.15 p.m., "Mark of Plum" (Chinese picture) at 2.30 and 7.15 p.m.
Aug. 17—K.C.C. concert, Kowloon, 9.15 p.m.

Sports
Sept. 7—H.K.V.D.C. annual aquatic sports meeting at V.R.C. 9 p.m.

Lammer's Auctions
Aug. 16—At Sales Room, Duddell Street, a collection of postage stamps, 5.15 p.m.

Land Sales
Aug. 19—At P.W.D. offices, four lots of Crown land at Mong Kok Tsui, Tai Kok Tsui and Wong-Nei-Chung, 3 p.m.

Home Mail
To-morrow—Inward from U.S.A., Canada and ports ("President Madison").

Miscellaneous
Aug. 24—European Y.M.C.A. bathing picnics.

ROUND THE CINEMAS

A CROOK STORY AT
THE QUEEN'S

"A LADY OF CHANCE"

"A Lady of Chance," which will be screened from to-day to Saturday at the Queen's Theatre, has been adapted to the screen from the story by LeRoy Scott and deals with a telephone girl who really was a clever confidence trickster.

The picture gives Miss Shearer her best opportunity to date and it also gives her a fine supporting cast. Johnny McBrown is the boy who looks like a million dollars but who really isn't a cent. Gwen Lee and Lowell Sherman are two polished crooks who work a crooked game and employ Miss Shearer's beauty and ready wit to their advantage.

When she proves just a little quicker witted than they and runs away with the spoils they had hoped for, they nurse a grudge which has its innings when they attempt to blackmail her after her marriage and reformation. How she saves her happiness is just one of many entertaining climaxes.

Buddie Messinger, and Eugenie Besserer are also active in the play. Robert Z. Leonard, directed the story from a screen adaptation by Edmund Goulding and A. P. Younger.

"Diamond Handcuffs"
"Diamond Handcuffs" starring Lawrence Gray and Eleanor Boardman, supported by an all star cast, which was shown at the Queen's Theatre in May, will have its final showing at the Majestic Theatre to-day, at 5.20 and 9.20 p.m. only.

Curtailing three acts in one, the film is of great interest. The first act shows miners at work in the African diamond mines, disclosing how a precious stone is extracted, and how it was stolen by one of the workers, who got killed, for the sake of a nigger girl, who appears in all three acts.

In the second act Conrad Nagel and Gwen Lee are married in society. The wife desires the diamond ring, but the nigger girl (their maid) has it, and sells it a second time.

The third and last act shows Lawrence Gray, Eleanor Boardman, and Sam Hardy. This girl also desires the diamond, and she buys it with the money with which she is supposed to go on a health trip. A police raid results in the nigger girl running away with the diamond, but she is shot, and the diamond is crushed on the road under the wheels of a vehicle.

M. G. M. News and a Hal Roach comedy—"Two Jack Tars"—featuring Stan Laurel and Oliver Hardy, are also shown.

Sir George Forbes, of Kennington-gardens, S.W., who is nearly 80 and a retired member of the Indian Civil Service, had his leg broken when he was knocked down by a motor-car in Waterloo-place, S.W.

Kerbau Road, Kuala Lumpur.

Glaxo
Contains All The Vitamins
Your Baby Needs

NEW
ADVERTISEMENTS.

MADAME PIERRETTE has come back for a few days and is showing all her new collection of dresses, for morning, afternoon and evening wear, at St. Francis Hotel.

KOWLOON CRICKET
CLUB.

CONCERT

BY
THE FULL BAND
SOMERSET LIGHT
INFANTRY

(By kind permission of Lieut.-Col. C. H. Little, D.S.O., & Officers).

SATURDAY, Aug. 17th,
At 9.15 p.m.

Admission One Dollar.
Service Men in Uniform 50 Cts.

HONG KONG VOLUNTEER

DEFENCE CORPS

PROMENADE CONCERT

POSTPONED

Owing to the death of

Lieut. J. E. HANCOCK.

IN OTHER PLACES

CHRONICLES FROM JAPAN
TO JAVA

The Rev. H. B. Amstutz, pastor of Wesley Church, Singapore, and family are spending a holiday at Fraser's Hill.

Mr. G. H. Hutton, of Anglo-Oriental Malaya Tin, Ltd., has returned to Ipoh from his visit to Burma.

A meeting of the F.M.S. "Bar Council" was held in Ipoh at which there were present Mr. J. Dunford Wood, Statutory President, the Hon. Mr. A. S. Bailey, Mr. Warren Hastings and Mr. Seenivasagam.

Mr. J. M. Lahiri, of the legal firm of Messrs. Rogers and Son, was admitted to practice in the Courts of the Straits Settlements, at the Supreme Court, Malacca, before Mr. Justice F. G. Stevens, on the application of Mr. G. C. Goho.

The Meteorological Department of the F.M.S. Government, which has just been formed, has been placed in charge of Mr. C. D. Stewart, who arrived from Home recently as Superintendent of the Meteorological Branch of the Survey Department.

Mrs. W. D. Macdougall, wife of Rear-Admiral Macdougall of the United States Navy, accompanied by her daughter, Mrs. H. de Kauffmann, are travelling to Japan on the s.s. "President Pierce" for a short holiday. Rear-Admiral Macdougall is stationed with the American fleet at Manila.

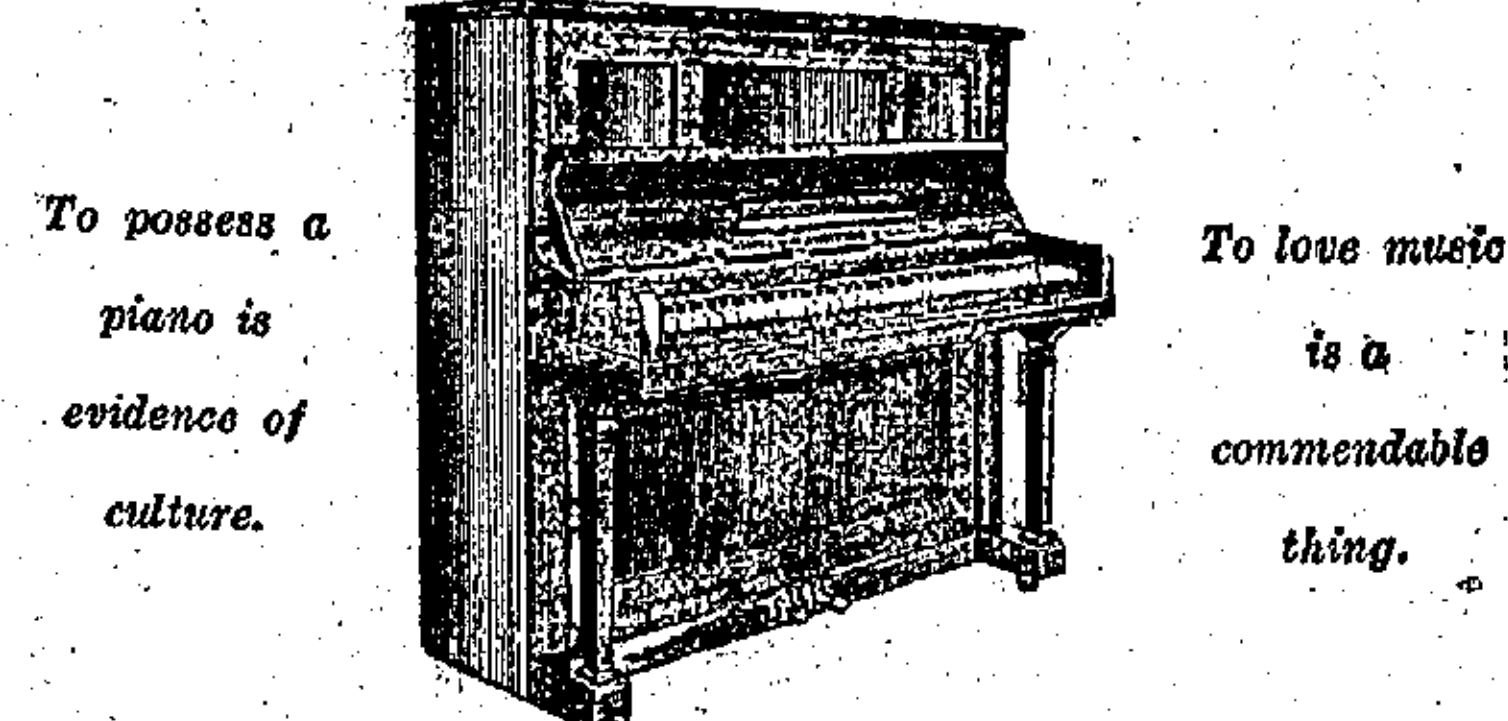
Approximately 25 persons engaged in a free-for-all battle in Nantao (near Shanghai) following a dispute over a few coppers. The battle ended with three Chinese sustaining fractured skulls and others more or less serious injuries. Bamboo poles, iron clubs and knives were used freely.

A "Straits Times" correspondent writes—"News of the death of Rev. F. Louis Lacombe, S.J., St. Joseph's College, Trichinopoly, South India, will come as a shock to his many friends in Malaya. The deceased went to India about the end of 1893 and was ordained as priest in 1895. It has been proposed to send an expression of condolence from former pupils of the college in Malaya, and a meeting is to be held for that purpose on the 18th inst. Civil Service, had his leg broken when he was knocked down by a motor-car in Waterloo-place, S.W.

Kerbau Road, Kuala Lumpur.

ANDERSON
PIANOS

A PIANO IS A PROUD POSSESSION.



Music and song contribute to the health and happiness of the family.
Give us a call and we will advise you in selection.

Anderson Music Co., Ltd.

ONLY 5 lbs. of ICE for
24 hours.

Tundice

REGISTERED TRADE MARK NO 449198

The guarantee of additional
comfort and pleasure.

SEE THAT YOU HAVE ONE.

CALDBECK, MACGREGOR & CO., LTD.
(Incorporated under the Companies Ordinance of Hong Kong).
Prince's Building, Ice House St Tel. C. 75.

NEWLY ARRIVED

REAL HABANA CIGARS.

HENRY CLAY:

Panefelas 25's \$9.50 per box
Jockey Club 25's 9.50 " "
Londres Finos 25's 7.75 " "
Bouquet de Salon 25's 6.25 " "

LA CORONA:

Coronas 25's \$21.50 per box
Half-a-Corona 25's 11.25 " "
Celestiales Chicos .. 25's 10.75 " "

EL AGUILLA DE ORO "BOCK Y CA":

Excelentes 25's \$8.25 per box
Portenas Finas 25's 7.00 " "

TABAQUERIA FILIPINA

Asiatic Building, Queen's Road C.

The Whisky
of Quality
from the oldest
distillers in the
world

Haig

THE FATHER OF ALL SCOTCH WHISKIES



SOLE AGENTS:

GANDE, PRICE & CO., LTD.

St. George's Building, Ice House Street.
Tel. C. 155. HONG KONG.

TYPHOON MAP OF THE CHINA SEA



The Landsman's
Handy Guide
to Locating the
Centre of a
TYPHOON

Price 40 Cents.

NOW ON SALE AT THE PUBLISHERS
THE NEWSPAPER ENTERPRISE LTD
China Mail Office, 3A, Wyndham Street.

ILLUSTRATED!
ILLUSTRATED!!
ILLUSTRATED!!!
A WEEK'S PAPERS IN ONE.
OVERLAND CHINA MAIL
SPECIAL COLOURED SUPPLEMENT
with PICTURES of all local events
is given in the
OVERLAND CHINA MAIL.
CHINA NEWS, LOCAL NEWS
and all the NEWS.
*The Weekly paper that saves you
the trouble of writing Home.*

No relief has come yet in the matter of posting correspondence via Siberia in order to reach Europe quickly. The Suez route, along which all papers from Hong Kong are sent as a part of settled policy, still prevails. There is, therefore, no object in trying to rush a letter Home. But why trouble to write at all in this trying weather? If you wish to keep your folks informed as to what is going on in Hong Kong particularly and in China generally, all that you have to do is to send a copy of the "Overland China Mail" for a few weeks.

All we ask is a fair test. We are confident that senders in Hong Kong will earn the profound gratitude of friends who receive the "Overland" from them. A standing order, we predict, is bound to follow. And this is always a sound way of showing one's thoughtfulness for those in the Old Country.

The "Overland," as is widely known, is the only weekly budget of news published in Hong Kong with pictures and an art supplement included at no extra charge. This week, it gives all the "local" and "China" news and also explains what is happening along the Siberian-Manchurian frontier to cause the delay in mails.

In the whirl of a trying Hong Kong summer rendered all the more unbearable by the acute shortage of water, letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at a one-and-only cost of H.K.\$3.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news features and pictures from the daily "China Mail" that makes a studied appeal to people with any interest whatsoever in Hong Kong, and many letters testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a bit to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time the "Overland China Mail" has become the only weekly news budget which has pictures. It is made just to suit requirements, as it has done all along. What more could be desired?

READY NOW—POST NOW

Mail via Suez closes at 10.30 a.m. on Saturday
SINGLE COPY 25 Cents.
INCLUDING SPECIAL COLOURED
PICTURE SUPPLEMENT

[Sold on the streets and at the bookstalls or you can send your subscription to the office—H.K. \$15 per annum, or \$15 including postage abroad; half-yearly quarterly, or specific periods pro rata.]

No. 3A, WYNDHAM STREET—PHONE C. 22.

"THE OVERLAND CHINA MAIL."

ON THE ROAD

OX-WAGGONS AND MOTOR CAR

SOME MEMORIES

I have seen the development of time from the Cape cart and even ox-wagon days, to the huge powerful motor methods of travelling; many experiences, hard, pleasant and otherwise, have been my lot that would take pages and pages to describe them, even if I were able.

I remember my first journey from London to Birmingham, as an assistant to an experienced traveller of many years. In those days I carried half a ton of samples, which had to be taken around on barrows; it was usual to see buyers by appointment; the barrow charges were 1s. 6d. per hour for the first hour, and 1s. after. An average customer would take two hours to go through my range. Three customers a day took a little clock-watching when 22s. 6d. was the average day's expenses; that had to include "boots" and general commercial hotel charges. Really, there were no fortunes or billiard tables to be made out of "exes." But with a magnificent salary of 30s. per week as a single man, I enjoyed every moment of it. Balfour Heath, Acocks Green, etc., fell to my lot to work as assistant; no New Street clients were on my list of calls. The shops I visited at the start had bells ringing when the door was pushed open, and the family—mother, father, and two daughters—usually selected the order. After many discussions and differences of opinion, I generally left with a £20 £30 order. I was only 18 years old in those days, and was quite content to learn the tricks of the road, and have profited by them.

The old traveller in England was a character that is fast dying out. I am sorry to say, because with the big firms of today there is a tendency to give preference to the young and inexperienced man at a cheap salary. I am not criticising British commercial methods; I dared not presume to do so. Figures of export and import trade speak for themselves. May they long continue to improve. But, as the sellers are changing, so are the buyers. There does not exist to the same extent to-day that wonderful feeling of confidence that buyers placed in old representatives' advice. Men in England get into grooves, appointments are made—sometimes after a struggle—and samples inspected. If they suit "His Highness," the numbers are usually snatched and, "All right, I will post the order on." From the reminiscences of an old timer after revisiting England. ("On the Road," South Africa.)

BOY'S LONG RUN

INCIDENT OF A SCHOOL TRIP IN HUNGARY

The priest of the scattered farms of Majsakabcszallas, who recently accompanied thirty children from the elementary school on a three days' visit to Budapest, relates that when the train in which the children embarked left the station, a small boy named Pally Fekete was left behind. The prospect of missing the sights of the capital which had been described to him aroused such despair in Pally's breast that without a moment's hesitation he started to run after the train.

Ex-Kaiser Wilhelm

WEALTHIEST GERMAN TO-DAY

STILL OWNS 25,000 ACRES

EX-KAISER WILHELM lost very little by his exile in a financial way, for it is reckoned that he is today not only the wealthiest of deposed or exiled monarchs, but is perhaps the richest German, largely because of the terms exacted by him from the State in settling his claims against it.

In 1926 the head of the house of Hohenzollern received a State indemnity of \$3,750,000 for certain property claims surrendered in Prussia. At the same time there passed into the irrevocable possession of the family six castles, twenty villas and 250,000 acres of land.

His maintenance of a sort of mock royal court at Doorn takes toll of between \$50,000 and \$100,000 of his money annually. It is estimated, but the Dutch, on the other hand, complain that he does not pay an adequate income tax.

Wilhelm's entourage is a very substantial one and includes a number of satellites who loyally subscribe to the idea that what has happened has not changed the estate of their royal master; that he is emperor in fact as he once was in name. For their loyalty they are paid handsome salaries, live on the fat of the land and hope with the deposed monarch for his eventual restoration.

Likewise, the Princess Hermine, his wife, whom he married at Doorn in 1922, though not recognised by the Prussian aristocracy as empress, certainly is regarded

EX-KAISER WILHELM

as such in her husband's Dutch place of exile. The deposed monarch has had to contend with many domestic difficulties during his stay at Doorn. One culminated in the marriage of a sister to a Russian who had formerly been a dishwasher and more recently a poet and a cabaret dancer. Three of his six sons have been involved in divorce. Prince Joachim, the youngest, was deserted by his wife, Princess Marie von Anhalt, and committed suicide. His own marriage to soon after the death of the late Empress occasioned serious criticism even among the staunchest advocates of the claims of the House of Hohenzollern.

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/11 1/2
Bank, on demand	1/11 3/16
Bank, 30 days' sight	—
Bank, 4 months' sight	1/11 1/2
Credits, 4 months' sight	2/- 1/2
Documentary 4 months' sight	2/- 1/2
On Paris—	
On demand	1197 1/2
Credits, 4 months' sight	1272 1/2
On Berlin—	
On demand	—
On New York—	
On demand	46%
Credits, 60 days' sight	48%
On Bombay—	
Wire	129 1/2
On demand	129 1/2
On Calcutta—	
Wire	129 1/2
On demand	129 1/2
On Singapore—	
On demand	83 1/2
On Manila—	
On demand	94
On Shanghai—	
On demand	82 1/2
30 days' sight (private paper)	—
On Yokohama—	
On demand	99 1/2
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	10.00
Silver (per oz.)	24 1/2
Bar Silver in Hong Kong	2 1/2 % dis.
Copper Cash	Nominal
Copper Cents	3 % Prem.
Rate of Native Interest	7 % p.a.
Chinese Sub. Coin	32 1/2 % dis.
Hong Kong Sub. Coin Par.	—

LONDON EXCHANGES

London, Yesterday.	
Paris	128.955
New York	4.84 3/16
Brussels	34.87
Geneva	25.21
Amsterdam	12.10 1/4
Milan	92.755
Berlin	20.36
Stockholm	18.105
Copenhagen	18.21
Oslo	18.205
Vienna	34.425
Prague	163 1/4
Helsingfors	193
Madrid	33.06
Lisbon	108.20
Athens	375
Bucharest	817
Rio	57%
Buenos Aires	47 1/4
Bombay	1/5 25/32
Shanghai	2/4 1/2
Yokohama	1/11 1/2
Hong Kong	1/11 1/2
Silver Spot	24 1/2
Silver Forward	24 1/2
—British Wireless Service.	

T.T. on London	1/11 1/2
T.T. on Shanghai	82 1/2
Banks	
H.K. Bank	\$1235 n
H.K. London Reg.	\$126 n
Chartered Bank	\$19% b
Mercantile A. & B.	\$32 1/2 n
Mercantile C.	\$15 1/2 n
P. & O. Bank	—
Bank of East Asia	\$90 1/2 n
Insurances	
Canton Insurance	\$630 n
Union Insurance	\$326 n
North China Insurance	T160 b
Yangtze Insurance	M550 n
China Underwriters	\$2 n
China Fire Insurance	\$310 b
H.K. Fire Insurance	\$765 s
Shipping	
Douglases	\$27 1/2 n
H.K. Steamboats	\$24 1/2 b
H.K. Tugs & Lighters	—
Indo-China (Prof.)	\$47 1/2 n
Indo-Chinas (Def.)	\$70 s
Shell Transports (old)	\$2/6 n
Shell Transports (new)	—
Union Waterboats	\$22 s
Mining	
Benguets	\$3.10 b
Kalan Mining Ad.	\$2/6 n
Langkats (comb.)	T15 n
Langkats (single)	T9 1/4 b
Shanghai Explorations	\$72 s
Shanghai Loans	\$74 1/2 n
Raubas	\$7 1/2 b x div.
Tronoh Mines	\$21/- b
Docks, Wharves, Godowns, &c.	
H.K. Wharves	\$128 1/2 b
H.K. & W. Docks	\$32 1/2 b
China Providents	\$4 1/2 b 4.40 s
Hongkows	T175 n
New Engineerings	\$73 1/2 n
Shanghai Docks	\$139 b

Cotton Mills

Ewo Cottons	\$17 s
Shanghai Cottons (old)	T93 n
Shanghai Cottons (new)	T48 n
Loong Sings	T10.90 n
Lands, Hotels & Buildings	
H.K. & S. Hotels	\$84 b 8 1/2 s
H.K. Lands	\$60 b & sa
Shanghai Lands	T150 b
Humphreys' Estates	\$13 1/2 b
H.K. Realities	\$8 b
H.K. Territorials	—
Public Utilities	
H.K. Tramways	\$18 1/2 s 18.70 sa
Peak Trams (old)	\$11.80 n
Peak Trams (new)	\$6.05 n
Star Ferries	\$64 1/2 b
China Lights (comb.)	—
China Lights (old)	\$12.90 b 13 sa
China Lights (new)	\$12.85 s
China Lights 1923 issue	—
H.K. Electric (old)	\$59 1/2 b 60 s
H.K. Electric (new)	\$59 1/2 sa
Macao Electric	\$26 1/2 n
H.K. Telephones	\$7 n
China Buses	T14 1/2 b
Singapore Tractions	\$11/- s
Singapore Pref.	\$20/- s
Sandakan Lts.	\$2 1/2 s

Industrials

China Sugars	95 cts. s
Malabon Sugars	\$27 n
Canton Ices	\$2 b
Cements (comb.)	\$9 s
Cements (old)	\$7.70 b
Cements (new)	\$1.40 n
H.K. Ropes (old)	\$6 1/2 b & sa
H.K. Ropes (new)	—
United Asbestos	\$5 b
Stores, &c.	
Daily Farms	\$19 1/2 n
Watsons	\$11.90 b
Der A. Wings	\$13 n
Lane Crawford	\$12 1/2 n
Mackintosh	\$18 b
Slaucers	\$12 b
Wm. Powells	\$2 1/2 s
Miscellaneous	
H.K. Amusements	\$26 b
H.K. Constructions	\$1.55 b
B. Ind. G.S. Bonds	\$4 1/2 % n
H.K. Govt. Loans	7 1/2 % b prem.
Chinese Estates	\$99 s

IMPERIAL AIRCRAFT

GREAT STRIDES SINCE THE WAR

Aircraft progress since the War has made strides greater than are generally recognized. Never, perhaps, did an instrument, destined, as The Master of Semple reminded Sir George Foster's audience, to affect the future relations of the peoples of the world, advance at once more surely and less ostentatiously. Nor is its increasing value confined to communications. Major Cockran Patrick recently explained at an afternoon meeting of the Society how the aeroplane is reducing to simplicity and efficiency the survey in weeks of vast and difficult tracts of country in Africa, America and elsewhere that would ordinarily take years—if, that is, any survey at all were possible. The Empire is contracting year by year under the enterprise and daring of the airman and the improvement in the craft. Ten years ago the Atlantic was first flown; it has been flown since, and this year was flown by two Frenchmen on the tenth anniversary of Sir John Alcock's and Sir James Whitten Brown's pioneer achievement.

In the interval, British Empire aviators, the Smith Brothers, Sir Pierre Van Ryneveld, Sir Alan Cobham, Bentley, Hinkler, Lady Bailey, and others have blazed the trail of what will some day be Imperial Air routes to Australia, India and South Africa. The India Air

ARE YOU TROUBLED WITH PRICKLY HEAT?

Try our
**PRICKLY HEAT LOTION,
POWDER and SOAP**
and get rid of this irritating ailment.

BATH SALTS
in all perfumes.

Queen's Dispensary
Pharmaceutical Chemists
27, Des Voeux Road Central.

G. FALCONER & CO., (HONG KONG) LTD.

**WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS.**
Union Building (Opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

"Tigers Milk" Broke Up



Jimmy McCord, left, young Omaha plutocrat, whom his wife divorced after a sensational trial. Right, pretty Mrs. Lorraine McCord, former model, who asked "suitable alimony" \$20,000 in jewels, \$31,000 in insurance and a few other trifles, and who testified to wild midnight whoopee parties, charging her husband with being the chief whoopee-maker.

BEAT HER UNDER INFLUENCE

WHOOPEE-MAKING ON "Tiger's Milk"

A gallon of alcohol plus a gallon of water—as celebrated among a certain set in Omaha, was elucidated during the ten-day court hearing of pretty Mrs. Lorraine McCord's divorce suit against her wealthy husband, Jimmy McCord, clubman and genial social spirit of the Nebraska city.

Mrs. McCord, a former clerk and model in a Chicago department store, sought to win, in addition to her marital freedom, "suitable alimony," \$20,000 in jewels, \$31,000 in insurance and \$10,000 worth of household furnishings.

The trial abounded in surprises and thrills, including revelations of "nature dances" performed by some of Omaha's most prominent citizens, and touched now and then on Mr. McCord's excessive pride in his wife's ankles; lavish drinking parties where the cocktails were not stunted; midnight bathing parties followed by arrests, and family spats and squabbles.

McCord, in testifying against his wife, named two men. But the mostly highly colored statements from the witness stand were those of Miss Angelina Rush, daughter of

Sylvester Rush, eminent attorney and special prosecutor for the Federal Government in charge of mail fraud investigations, who is remembered for his successful exposure of Dr. Frederick A. Cook, North Pole "discoverer."

Miss Rush's testimony was to this effect: Jimmy McCord, she testified, did drink a lot, and was in the habit of calling attention of men friends to the beauty of his wife's legs. At other times he humiliated, beat and otherwise abused her.

Captain Hinman's testimony was chiefly concerned with a raid on a midnight bathing party in Carter Lake, near Omaha, last year, in which twelve couples were arrested, jailed in Council Bluffs, and after giving nettlesome names, forfeited their \$20 bonds. All the arrestees were of social distinction, but because of the aliases they gave the episode got little publicity until the captain's revelations. Shortly afterwards he was transferred to Washington.

Mrs. McCord, before a throng of 2,000, packing the largest courtroom available, testified that Jimmy got intoxicated and soaked her. He also had a habit of remarking to his friends on her "keen form." Their liquor bills, she said, ran from \$200 to \$400 a month, the favorite tipple being "Tiger's Milk." The bases of the drink were alcohol and water, with lemon, orange and pineapple juice added.

There probably will be a decree in the consumption of "Tiger's Milk" among Omaha's younger married set. It is believed, as an outcome of the bitter McCord legal battle.

Mail is in being, and the return of the Royal Air Force pilots who made the non-stop flight to India, and but for adverse winds in the Persian Gulf would not only have beaten the long distance record, but probably have flown as far as Ceylon, cannot fail to stir the imagination.

At a luncheon on June 14, to commemorate the tenth anniversary of the Atlantic flight, Lord Thomson referred to the achievement of Imperial Airways which in less than four years had flown nearly 4,000,

000 miles without a single fatal accident. Unhappily, within three days, the splendid record was broken by a disaster to the London-Paris liner, the "City of Ottawa," which involved the loss of life of seven of the eleven passengers. Trouble developed fifteen miles after leaving land and though the pilot made heroic efforts to return he was forced to descend in the sea. What actually happened we shall not know till inquiry has been held.—United Empire.

Sport Columns

V.R.C.

PROGRAMME FOR SECOND NIGHT FETE

The following is the draft programme of events for the second night fete to be held at the V.R.C. on Saturday, August 24—

Diving—Open to the Colony.
100 Yards—Members (Handicap).
50 Yards—Boys (Handicap).
50 Yards—Ladies (Handicap).
50 Yards—Scratch Race—Free Style—Open to the Colony.
50 Yards Breast Stroke—Scratch Race—Open to the Colony.
50 Yards Backstroke—Scratch Race—Open to the Colony.
Team Race—Open to the Colony—six a side, each to swim 50 yards.
Team Race—Open to H.M. Naval and Military forces—six a side, each to swim 50 yards.
Water Polo—Chinese Aquatic Sports Association vs. Combined Army and Navy Team.
Entrance fee for events 1, 3, 5, 6 and 7—50 cents.
Events 8 and 9, \$3 per team.
Entries close on August 17 at 6 p.m. All entries must be accompanied by entrance fees.
Competitors for handicap events must attend at Bath to have their times taken (arrangements can be made with the Hon. Secretary).

TENNIS

BAD DAY FOR CLUB DE RECREIO

Yesterday was an "off" day for the Club de Recreio's tennis players. They were defeated in both the "A" and "C" divisions.

The postponed league match in the "A" Division between the Club de Recreio and the M.B.K. resulted in a victory for the Japanese by eight sets to one, the match being played on the Club de Recreio ground.

Results—
R. Roberts and C. A. Barretto (Recreio) lost to T. Honda and T. Akiyama 3-6; lost to H. Yoshida and Y. Kikuchi 2-6; lost to T. Fujimori and Imura 4-5.
P. J. Remedios and A. Gosano (Recreio) lost to Honda and Akiyama 2-6; beat Yoshida and Kikuchi 4-4; lost to Fujimori and Imura 6-8.

C. A. Noronha and V. Yvanovich (Recreio) lost to Honda and Akiyama 2-6; lost to Yoshida and Kikuchi 1-6; lost to Fujimori and Imura 6-8.

League Table

	P.	W.	L.	Pts.
South China A.A.	7	7	0	7
Chinese R.C.	8	7	1	7
Club de Recreio	7	6	1	6
Hong Kong C.C.	8	5	3	5
Civil Service C.C.	8	4	4	4
Indian R.C.	7	2	5	2
Craigengower C.C.	8	2	6	2
R.A.O.C.	7	0	7	0
R.E. & R.S.	7	0	7	0

RULING BODY AND PROFESSIONAL TEACHERS

Colonel C. de V. Duff writes in a Home paper—

The Lawn Tennis Association has decided that a professional teacher of the game shall not be eligible to join the Umpires' Association.

It is beyond argument that the game should be controlled by amateurs; in governing, they must make use of paid servants, professional secretaries, referees, teachers, and now umpires. Given the requisite experience anyone, from the Prime Minister downwards, is eligible to join the paid ranks of the Umpires' Association—anyone, except the paid teachers of the game. In effect, the L.T.A. declares that, because an individual accepts money for teaching, his morality is peculiar, and he or she is not a fit and proper person to administer justice on the courts. Granted that a professional teacher might be called on to umpire a match in which a pupil is engaged, such an occasion introduces the personal element, just as when a friend or relation is similarly involved. And the manner in which the duties are carried out or declined is also personal.

But the decision affects a whole class, not just an individual case. Is this "playing the game"?

IN OLD KENTUCKY

DANCING "DARKIES" AT A DERBY

Richard Curle writes to the London "Daily Telegraph"—

The "blue grass" region of Kentucky is the centre of the horse-breeding industry of America, and it is not surprising that, despite the spasmodic efforts to do away with it, racing should flourish in this State.

Next to the meetings at Louisville, the capital, those at Latonia, which lies a few miles south of Cincinnati across the Ohio River, are the most important. Each has its Derby—actually Derby, not Darby—but while the Louisville Derby is run in May, the Latonia Derby is not run until the end of June.

It is a great event, the climax to a summer meeting which spins itself out to the incredible length of thirty-seven days, and an impression of its setting may interest those who have witnessed the historic parent of all other Derbys.

The natural scene is certainly delightful. A semi-circle of undulating Kentucky hills, green and wooded, fronts the grandstand, and the centre of the track is laid out as a garden, with pools and flower beds. Not even the swaying and shouting crowd can efface altogether the air of peaceful seclusion.

The Outsider's Win.

And what a crowd it is! The Americans are a highly-strung people, and the gasp that marks a delayed start, the frenzy that marks a close finish, are more intense than the same moments at any English meeting. Nobody who saw it will forget the finish of this year's Derby, when a hopeless outsider—it paid on the totalisator nearly 70 to 1—wrested the victory from the second favourite by a short head.

A leaping, yelling crowd of forty or fifty thousand, and a wave of emotion that went on to heights from which its backward swing left one exhausted and bewildered! One picture, especially, stands forth from the welter, that of two "darkies" dancing ecstatically in front of the grandstand. They were, it was rumoured, connected with the winning stable, and had each put four dollars on the foreign, and victorious, chance.

This suggests a word as to the betting system of Kentucky. Bookmakers have been abolished and all bets are made with the Pari-Mutuel. Two dollars is the smallest sum one can risk. And one does not bet for a win or a place, but for a straight, a place, a show, or a combination of any or all of these. A straight is a win, a place includes the first two and pays accordingly, a show includes the first three and also pays accordingly. It is surprising, incidentally, how often a show draws almost as much as a place, and how dismal are the winning odds on most of the favourites.

Democracy's Festivity

The track itself is not grass, but earth—a "dirt track" as it is called—and large harrows drawn by motor tractors keep it beautifully smooth for every race. The horses churn it up, and the crowd rushes across and churns it more, but by the time the buzzer announces that the horses are emerging for another race it is as fresh as new. To this extent its advantage is obvious, but if it happens to rain heavily, then it is "not so good," which, in American slang, means "decidedly bad."

For this year's Derby, however, it was as good as it could be, a proper state of affairs for a race which, though a child of a living parent, has reached the mature age of 47 and acquired a nation-wide fame. The time for the mile and a half was about 2 minutes 30.1-5 seconds—fine going, the fourth best in its history. The owner-trainer of Buddy Basil deserved his \$5,500.

But first and last the crowd is the main attraction for an English visitor. It is a friendly crowd, extraordinarily friendly and good-

natured. Democracy in this country does not so much stand for freedom as for equality. There is little shyness between strangers, and thus the casual meetings which are inevitable at these gatherings are simple and pleasant.

And this race crowd is as full of vitality as of friendliness. The heat is so intense that though half the men are in shirt-sleeves and all the girls in the flimsiest of sleeveless dresses, one might suppose that a universal torpor would fall between the events. But it is not so. The throng's nervous energy remains undimmed, and there is a perpetual coming and going, a restless, unceasing movement until the festival's end.

TATE NOT TO PLAY

Omission from 5th Test Because of Leg Trouble

London, Yesterday.

Maurice Tate will not be able to play in the Fifth (and last) Test against South Africa at the Oval on Saturday on account of leg trouble.—Reuter.

[Tate is the Sussex favourite. He has been one of England's opening bowlers for several seasons and is also a useful, hard-hitting batsman. He had to be omitted from the Fourth Test (in which Geary of Leicester took his place) because of an injury but, in a county match concluded on Tuesday, he took 13 Kent wickets. He was in the first three Tests this season.]

WATER POLO

TWO V.R.C. TEAMS CONTEND FOR HONOUR

LEAGUE POSITIONS

The V.R.C. "A" team played the V.R.C. "B" team in the Water Polo League yesterday at the V.R.C. Bath. The game was a one-sided affair, and it was a foregone conclusion that the Senior team would have an easy win.

The teams were as follows—

V.R.C. "A": Knight, Soares, Pereira, Laing, Johnstone, Gittins and Weill.

V.R.C. "B": Rocha, Maynard, Remedios, Roza, Pereira, Lawrence, Victor and Forata.

The junior team was given many opportunities to score but they failed to take advantage of the opening. It was an easy victory for the "A" team as the score of 6-0 would indicate.

League Table

	P.	W.	D.	L.	F.	A.	Pts.
V.R.C. "A"	3	3	0	0	12	1	6
Chinese "B"	3	3	0	0	12	2	6
Kowloon "A"	3	3	0	0	11	3	6
V.R.C. "B"	2	1	0	1	11	7	2
Chinese "A"	3	1	0	2	4	5	2
Somerset	3	1	0	2	6	9	2
K.O.S.B. "A"	3	1	0	2	4	7	2
Kowloon "B"	3	1	0	2	5	15	2
Navy	3	1	0	2	4	18	2
K.O.S.B. "B"	3	0	0	3	2	8	0

MOONLIGHT BALL

1,200 DANCERS AMID FAIRY LIGHTS

Windsor.—The Prince of Wales, who was accompanied by General Trotter, his groom-in-waiting, and a party, was present at the Ascot Week ball held in the grounds of the Wentworth Club, Virginia Water, in aid of the building and extension fund of the King Edward VII. Hospital, Windsor, of which the Prince is president.

As the moon rose over the woodlands of Windsor Forest the scene was enchanting.

The grounds were brilliant with fairy lights, and illuminated punts glided across the lake. The ball was held in a marquee measuring 200 feet by 60 feet, with a specially laid parquet floor on which 1,200 people danced.

Many of the chief Ascot parties were present. Among the principal guests were:

Lord Burnham and party, Lady Edward Spencer-Churchill, Viscountess Cowdray, Annie Viscountess Cowdray, Viscountess FitzAlan, Lady Desborough, Lady Bisset, Lady Ellenborough and party, the Hon. Mrs. Borthwick and party, Sir Hesketh Bell, Lady Pearce, Baroness Gravenitz, and Colonel Sir William Foster.

BOY DROWNED

CORONER AND JURY VISIT QUARRY

TEACHER EXONERATED

At the Kowloon Magistracy yesterday, Mr. T. S. Whyte-Smith and a Coroner's jury concluded the inquiry into the circumstances attending the drowning of a Chinese school boy in a pool in a quarry near Shamshuipo.

The jury at the previous sitting had returned a verdict of death by misadventure, but asked for an opportunity to be given them of visiting the scene of the accident before adding a rider to their verdict.

Returning from the quarry yesterday, the Coroner and jury resumed the inquiry, when evidence was taken from Mr. A. C. Burford, of the P.D.W., who spoke with regard to the conditions of the permit issued to the contractor working the quarry. The said that it was the contractor's business to fill up all holes in the quarry.

Mr. H. P. Lim, the contractor holding the permit for the quarry, said that it was in the same condition now as when he took it over. He had never received any order from the P.D.W. to fill up holes, his only instruction being not to cut below the road level. Since the accident a fence had been erected around the hole.

The jury, after retiring, returned the following riders—

(a) That the school teacher was in no way responsible for the sad death of the boy. (b) That the holder of the quarry permit, prior to the present permittee, should have been instructed on the expiration of his lease to fill in the hole to road level. (c) That the responsible authorities should enforce proper precautions to ensure public safety.

MURDER CHARGE

TRIAL AGAINST CHINESE AT MAGISTRACY

VICTIM A BANISHEE

Yesterday afternoon, Mr. E. W. Hamilton started the hearing of a case in which a Chinese named Yeung Kwai-tin is charged with the murder of a ratten worker's assistant in Cross-street, Wanchai, on July 25.

The case for the prosecution, as outlined by Mr. H. Somerset Fitzroy, Assistant Attorney-General, was that accused stabbed the other man in the chest at about 4.30 p.m., whilst the victim was eating at a food stall in Cross-street.

After the stabbing, accused calmly walked to the junction of Wanchai-road where he was lost in the crowd. The victim, in spite of his wound, was able to walk to Tai Yuen-street where he collapsed and died.

Quarred Over 20 Cents

The prosecution, said Mr. Fitzroy, had four or five witnesses who saw the blow struck. The two men had quarrelled some days before the murder, and there would be evidence that there had then been a fight between the two. So far as the Crown could ascertain, the trouble was over a debt of 20-cents which the murdered man owed to accused, and at the time of the stabbing accused was heard to say: "If you can afford to buy congee, you can pay your debt!"

The victim, Mr. Fitzroy added, was a banishee from Singapore and should not have been in Hong Kong.

After the murder the Police combed the island for the accused and he was finally arrested near the Post Office in town, on the information of a man who had seen him in Cross-street in the afternoon. When charged, accused made a statement to the effect that he was hit first, and retaliated with a knife.

Medical Evidence

Medical evidence by Dr. Alexander Cannon, who held a post mortem examination, was that there was an external wound on the victim, between the third and fourth ribs. It was about half an inch wide at the point of entry and proceeded downward and inward to a depth of 5.7/16 inches. By the shape of the wound, he concluded that it was caused with a sack opener.

The case was adjourned.

RUM-RUNNERS

CANADA'S REPLY TO U.S.A.'S REQUEST

NOT VERY ENCOURAGING

Williamstown, Yesterday. A round-table conference has commenced here on the question of liquor smuggling from Canada to the United States.

Professor Corbett, Dean of the Faculty of Law, McGill University, Montreal, declared that Canada had no great sympathy for rum-runners. Referring to the requests from the United States that Canada cease issuing clearance papers to rum-runners, Prof. Corbett said, "The Canadian Government has pointed out that really effective enforcement of any ordinance would involve an expenditure greater than the Canadian Government or the people are prepared to make to enforce the law of a very rich neighbour, at a time when Canada herself is still paying a heavy War Debt."—Reuter.

WATER RETURN

Level and Storage of water in Reservoirs on August 1, 1929—

CITY AND HILL DISTRICT WATER WORKS.

	1928	1929
Tytam	25' 7" B	L
Tytam Byewash	19' 9" B	L
Tytam Intermediate	L	7' 10" B
Tytam Tuk	1' 4" B	5' 7" B
Wong Nei Chung	2' 9" B	L
Pokfulum	27' 9" B	L
[Note: B denotes "Below Overflow"; L denotes "Above Overflow"; L denotes "Level with Overflow"]		
Storage in million and decimals of gallons		
Tytam	1928	1929
	202.35	234.80
Tytam Byewash	2.33	22.27
Tytam Intermediate	135.90	154.42
Tytam Tuk	1,393.00	383.00
Wong Nei Chung	5.72	29.81
Pokfulum	11.05	66.00

Total 1,811.40 1,040.40
Consumption of water in the City and Hill District in millions and decimals of gallons during the month of July.

1928 1929
Consumption 317.08 124.13
Estimated population 423,680 434,280
Consumption per head per day 2.41 0.2

* Includes 2.73 M.G. from Taikoo, 13.23 M.G. from Kowloon, 7.42 M.G. from Tsun Wan and 10.09 M.G. from steamers, etc.

Full supply in all Rider Main Districts during July, 1929, from 1st to 11th Intermittent Supply in all Rider Main Districts West of Eastern Street only from 12th to 14th and Intermittent Supply in all Rider Main Districts West of Garden Road from 15th to 31st July.

Supply by Street Fountains only during the whole month. On 1st July the hours of supply were 5-8 a.m. and 6-3 p.m. (Peak District 4 hours daily). From 2nd-22nd inclusive the hours of supply were 6-8 a.m. and 6-3 p.m. (Peak District 3 hours daily). From 23rd-31st inclusive the hours of supply in the City and Hill District were 6 a.m.-6 p.m. Tank Supplies were suspended on 30th July.

KOWLOON WATER WORKS

	1928	1929
Kowloon Reservoir	2' 10" B	0' 11" B
Shek Lai Pui Reservoir	0' 2" B	20' 5" B
Reception Reservoir	4' 2" B	L
Storage in million and decimals of gallons		
Kowloon Reservoir	1928	1929
	225.56	342.97
Shek Lai Pui Reservoir	115.42	46.55
Reception Reservoir	22.57	38.15

Total 463.55 427.67
Consumption of water in Kowloon in millions and decimals of gallons during the month of July.

1928 1929
Consumption 117.97 98.29
Estimated population 166,120 171,160

Consumption per head per day 22.9 17.5
* Does not include water sent to Hong Kong but includes 0.49 M.G. from Tsun Wan.

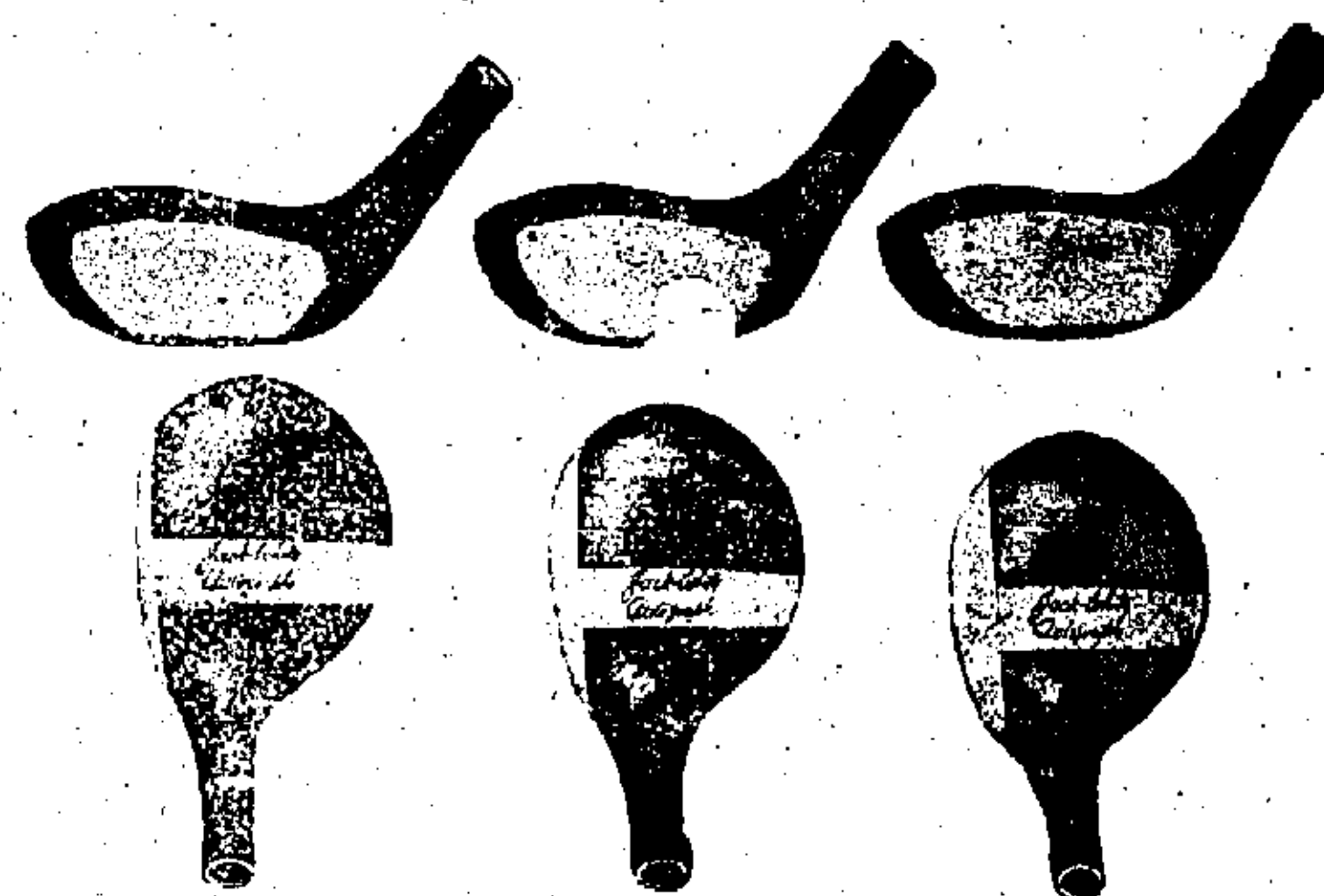
Full Supply in all districts during June, 1929.

Constant Supply in all district during July, 1929.
From 1st-16th inclusive the daily supply in all districts was 6 a.m.-6 p.m. From 17-31st inclusive a constant supply was operated in all districts.

The Government Analyst's reports show that the quality of the water is satisfactory.
Total rainfall to July 31, 1928, 52.08; 1929, 37.08.

GOLF

IMPROVE YOUR GAME



CLUBS SPECIALLY

selected by

GEO. E. SMITH

Now on Sale

LANE, CRAWFORD, LTD.

SPORTS' DEPARTMENT.

ALWAYS COOLING IN THE
HOT WEATHER.

ELBSCHLOSS

EAGLE BRAND

BEER

Playing Cards, Cigar and Cigarette Ash Trays will be given
free to purchasers of dozen bottles of Elbschloss Beer.

Sole Agents for Hong Kong:

THE WING ON CO., LTD.

H. K. V. D. C.

PROMENADE CONCERT

VOLUNTEER HEADQUARTERS.

Friday, August 16th, at 9.15 p.m.

BY

THE BAND OF THE 2ND BATTN. K.O.S.B.

(By kind permission of Major B. C. Lake, D.S.O., Commanding and the Officers).

AND

THE CORPS BAND.

Admission \$1.00.

TYPEWRITERS

all makes—new and rebuilt.
Exchanged—Repaired—Renewed—Sold
and Rented.

THE HONG KONG TYPEWRITER BAZAAR

(Wang Bros. & Co.)

10, Pottinger Street. Tel. C. 3580.

DO YOU WANT?

Price List of Flower and Vegetable
Seeds for 1929 Season
with brief cultural instructions and
approximate time for sowing.

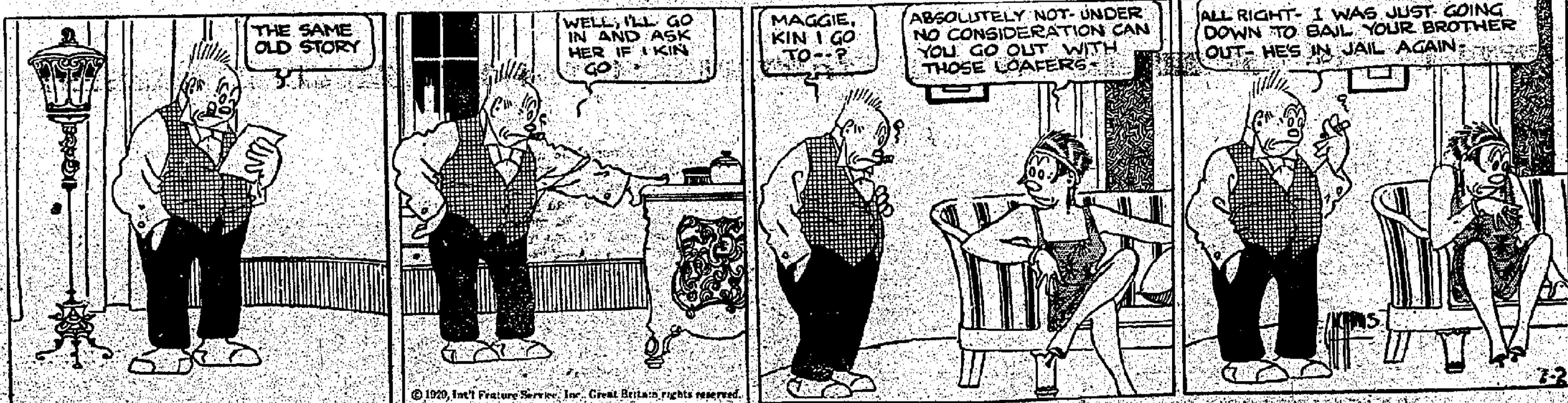
The opportunity of forwarding
you a copy, will be a pleasure and
your commands will have our best
attention.

GRACA & CO.

Dealers in Garden Seeds, Post-
age Stamps, Pictures, Post Cards,
Toys, etc.

No. 10, Wyndham Street

P.O. Box 620. HONG KONG



BRINGING UP FATHER.

World News In Pictures



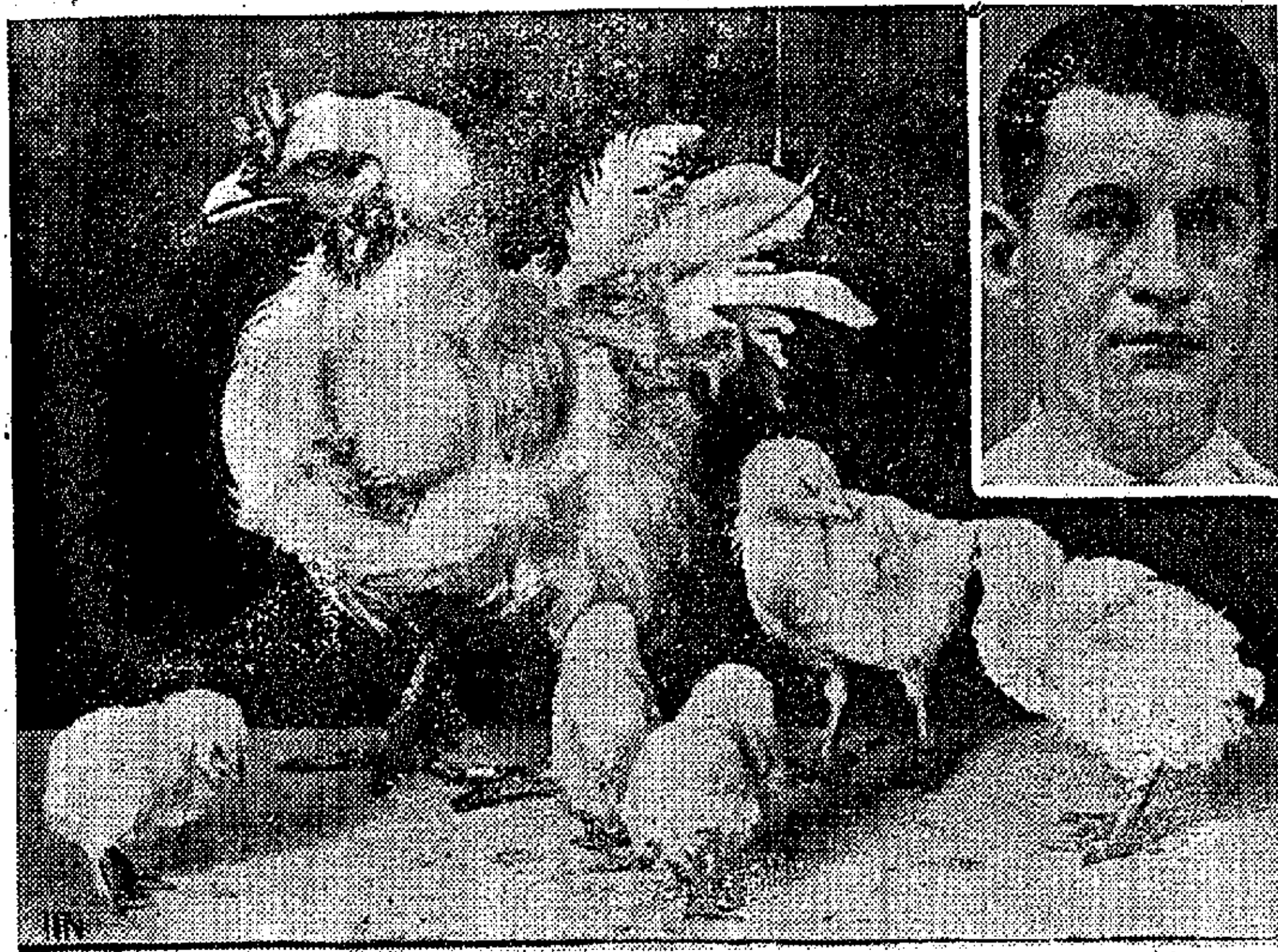
New York Showup.—Police Commissioner William of the New York Police, decided his department needed jacking up and made changes which affected almost the entire force. Inspector P. S. McCormack, noted as the "hard-boiled guy," will now have the job of seeing that the Great White Way closes down on time.



Seeks Foreign Trophy.—Major Ralph S. Keyser of the Marine Corps is leading the U.S. rifle team, recruited from the Army, Marines and civilians, to Stockholm, where they will compete in the International matches.



THEIR ENGAGEMENT CELEBRATED.—A banquet attended by many prominent personages was held in the China United grillroom, Shanghai, in celebration of the engagement, of Miss Dorothy Yui, eldest daughter of Dr. and Mrs. David Z. T. Yui, to Col. J. L. Huang, General Secretary of the Officers' Moral Endeavour Association, Nanking, of which Marshal Chiang Kai-shek is Chairman. At the speakers' table (reading left to right) are: Mrs. Z. F. How, Rev. Dr. Z. T. Kaung, Col. J. L. Huang, Mrs. Chiang Kai-shek, Dr. H. H. Kung (toastmaster and master of ceremonies), Mr. S. C. Chu, Miss Dorothy Yui (fiancee of Col. Huang), Mr. H. C. Bau, Mr. E. H. Kao, Mr. G. H. Charleton and Mrs. T. C. Huang.—(Chung Hwa Studio).



Hens Sans Wings or Toenails.—The modern trend toward increased production has hit the egg industry and brought with it a new type of chicken, one without wings or toenails. Dr. R. T. Renwald, above, poultry fancier, announces that after five years of experimentation he has produced a brood of such chickens. Normal hens, says Dr. Renwald, are bothered each year with the moulting of their wing feathers, and during this period egg production falls off. Flying being out of the question for the new type hen she can keep right on laying the year round and Dr. Renwald believes it possible for her to produce on the average of 300 eggs a year.



Scouts at Jamboree.—Left to right: James E. West, Chief Scout executive and member of the Scout Jamboree Committee; Dan Beard, known as "Uncle Dan," National Scout Commissioner of the Scouts of America and most picturesque figure in the Boy Scout movement; Frank Presbrey, chairman of the American Jamboree Committee, and Dr. Philly, surrounded by Boy Scouts, who attended the Boy Scouts' Jamboree at Birkenhead.



Ill in Paris.—C. Bascom Sloop, former Secretary to President Coolidge is "under observation" in the American Hospital in Paris for intestinal trouble. Physicians say that his condition is satisfactory and that he will return to work soon.



Unfolds His Plan.—Several opinions pro and con have followed the message of George W. Wickersham, top, chairman of President Hoover's law enforcement commission, to the annual Governors' convention at New London, Conn. Mr. Wickersham advances the theory that the enforcement of the prohibition law in particular and all law in general be divided between the Federal and local state agencies. Governor C. H. Dorn of Utah was chairman of the convention.

THE HONG KONG - DOLLAR DIRECTORY

1929 ISSUE

NOW ON SALE \$1

This little companion is the most accurate directory published about Hong Kong. It contains:

SECTION I.
Information, etc.

SECTION II.
Associations and Clubs, Chinese Customs, Churches and Missions, Consuls, Government Offices, Hospitals, Justices of the Peace, Masonic Societies, Military Command and Volunteers, Naval Command, Schools and Colleges.

SECTION III.
Business Houses.

SECTION IV.
Agencies.

SECTION V.
"Who's Who."

SECTION VI.
Residences.

SECTION VII.
Ladies' Residences General.

SECTION VIII.
Kowloon Ladies' Residences

SECTION IX.
Peak Residents' List.

SECTION X.
CANTON
Hongs, Clubs, Associations, Churches, Missions, Residents, etc., etc.

ORDER AT ONCE BEFORE THE EDITION IS SOLD OUT.

NOW ON SALE

Price \$1.00

at

THE OFFICES OF THE PUBLISHERS,
THE DOLLAR DIRECTORY CO.,
3A, WYNDHAM STREET.

AND AT

WHITEAWAY, LAIDLAW & CO., LTD., Des Voeux Rd. C.
BREWERS, Pedder Street.
HUNG CHEONG, 66, Nathan Road, Kowloon.
H.K. & KOWLOON FERRY WHARF STORE, Kowloon.
H.K. & KOWLOON FERRY WHARF STORE, Hong Kong.
PEAK TRAM STATION STORE, Lower Tram Station.
LEE YEE, 12, D'Aguiar Street.
EXCELSIOR CO., 5, D'Aguiar Street.

REFLEX CAMERAS with 4.5-3.5 & 2.5 lenses
KODAKS—LOCAL VIEWS—LANTERN SLIDES.
ALWAYS IN STOCK.
EXTRA SPECIAL ATTENTION GIVEN TO DEVELOPING
PRINTING, ENLARGING

THE KWONG KWUI CO., LTD.
PHOTOGRAPHERS' ASSOCIATION
PHOTO SUPPLIES

60, Queen's Road Central, Hong Kong.
Telephone No. C. 2170.

STANDARD TIME

SUNRISE AND SUNSET IN
COLONY

Sunrise and Sunset in Hong Kong for August (Standard time of the 120th Meridian, East of Greenwich), are as follow:—

August	Sunrise a.m.	Sunset p.m.
16	6.00	6.54
17	6.01	6.53
18	6.01	6.53
19	6.02	6.52
20	6.02	6.51
21	6.02	6.51
22	6.03	6.50
23	6.03	6.49
24	6.03	6.48
25	6.03	6.47
26	6.04	6.46
27	6.04	6.45
28	6.04	6.44
29	6.04	6.43
30	6.05	6.42
31	6.05	6.41



IN PICTURESQUE HANGCHOW.—This interesting photograph was taken at Hangchow, when a party of American newspapermen paid a visit to the West Lake Exposition and were warmly received and entertained by the officials. The artistic setting is not only typical of Hangchow, far-famed for its scenic beauty, but is characteristic of their beauty spots in Chekiang province.—(Er-ngo-shien Studio, Hangchow).

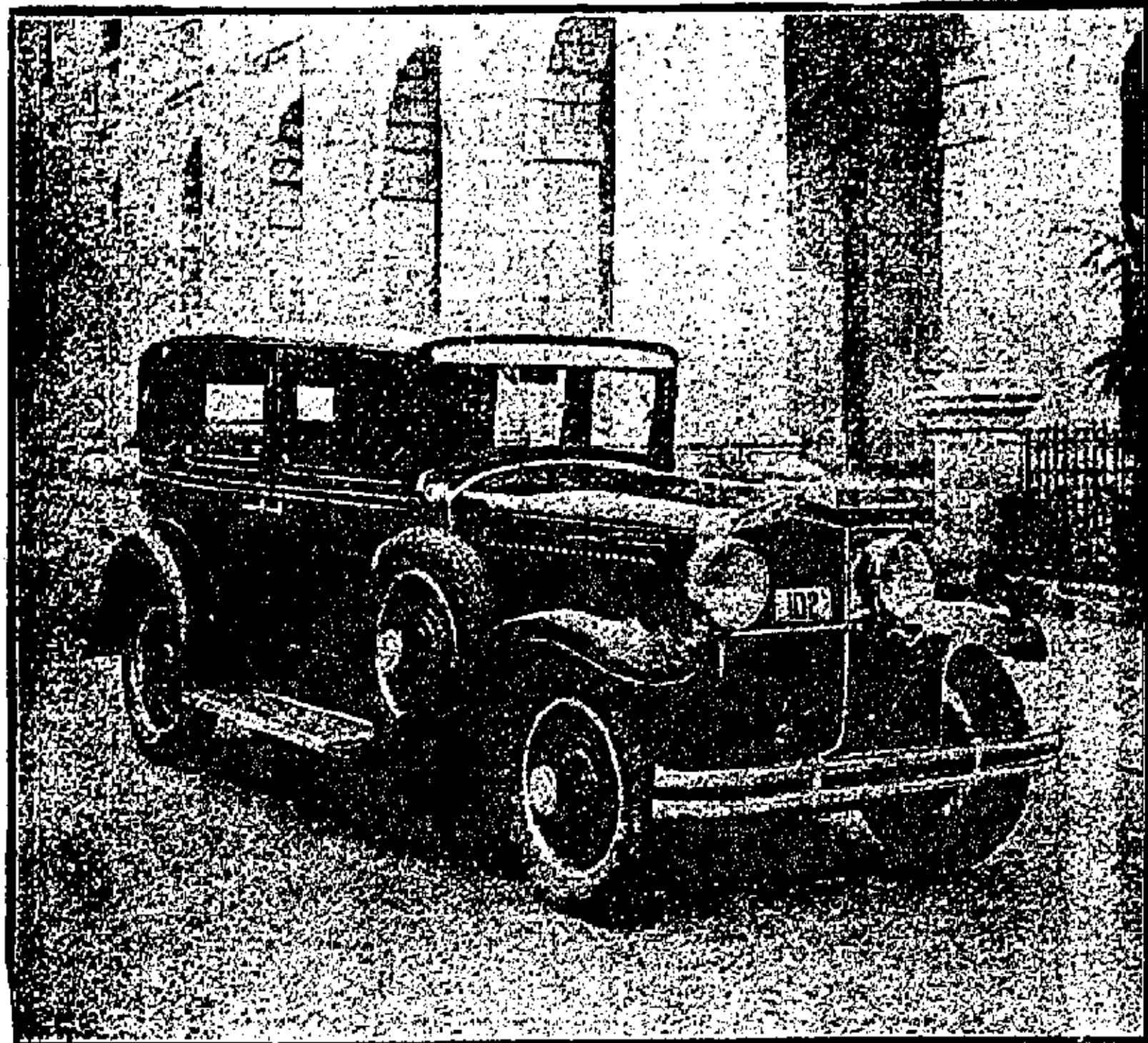
The Store That Saves You Money.

In association with the Grand Hotel des Wagons Litts, Peking.

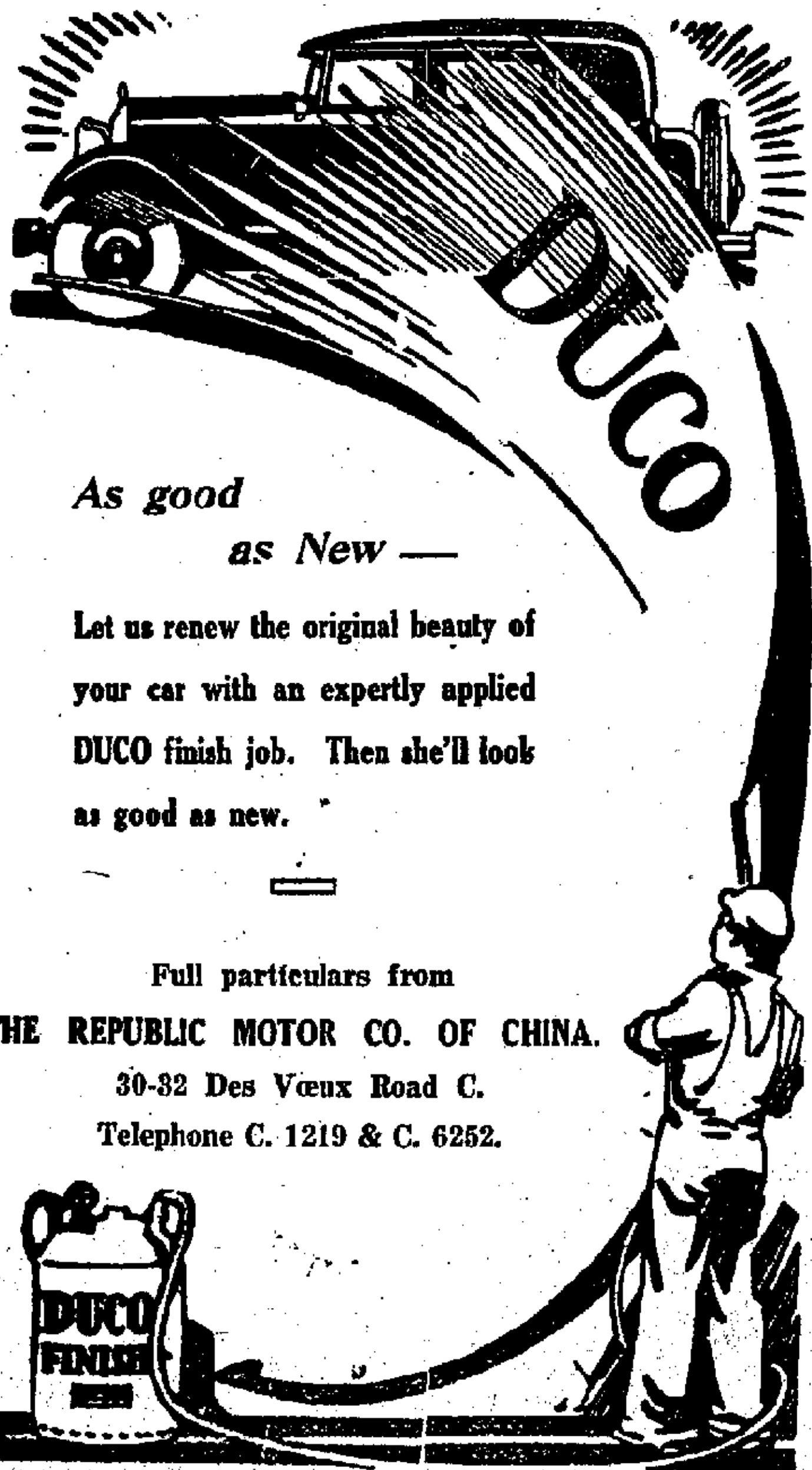
Birmingham tramways last year earned £2,000,000, and £40,000 of the profit will go to rates relief.

THE MOTORISTS' PAGE

DODGE BROTHERS NEW SIX ROADSTERS and SEDANS



NEW SENIOR LANDAU SEDAN,
NOW ON VIEW
—
SOUTH CHINA MOTOR CAR CO.
33, Des Voeux Road, Central,
Telephone C. 5644.



As good
as New —

Let us renew the original beauty of
your car with an expertly applied
DUCO finish job. Then she'll look
as good as new.

Full particulars from
THE REPUBLIC MOTOR CO. OF CHINA.
30-32 Des Voeux Road C.
Telephone C. 1219 & C. 6252.

AUTO ACCESSORIES.

THE REPUBLIC MOTOR CO. OF CHINA.
30-32 Des Voeux Rd. C.

Spare Parts
Batteries,
etc., etc.



Electric
Accessories,
etc., etc.

PLANES & PULLMANS

President Eight Form A Link PURCHASE OF A DOZEN CARS

A fleet of Studebaker President Eight formed the link uniting planes and pullmans in the United States when the Pennsylvania and Santa Fe Railroads, allied with the trans-Continental Air Transport, introduced a 48 hour coast to coast passenger service on July 8. Colonel Charles A. Lindbergh inaugurated the system when he left Los Angeles on the first eastbound flight.

Eleven President Cabriolets and one President State Sedan have been purchased by the trans-Continental Air Transport. The cabriolets will be used with specially built Aero-Car to carry passengers between airports and downtown sections at "ports of call" for the planes.

One of the President Cabriolets, with Aero-Car trailer, will be stationed in each of the following cities: Los Angeles; Kingman, Arizona; Winslow, Arizona; Albuquerque, New Mexico; Clovis, New Mexico; Waynoka, Oklahoma; Wichita, Kansas; Kansas City; St. Louis; Indianapolis and Columbus, Ohio.

The Aero-Cars are light and comfortable with a seating capacity of 12 passengers. They are attached to the cabriolets by a flexible coupling. The cabriolets are strictly stock models, except that the luggage grid and bumpers are removed from the rear to facilitate the trailer hook-up.

The President State Sedan is being used for official business of the trans-Continental Air Transport executives in St. Louis, the headquarters of that organization.

Benefits Apparent

The benefits of the air-rail service in which Studebaker will play a part are apparent. A business man of New York finds it necessary to see an associate in Los Angeles, to discuss terms of a contract which is practically impossible to negotiate by telephone or telegraph. On the other hand, he finds it necessary to be in New York to handle another matter which comes up for decision in six days. By using the fastest all-rail schedules, he finds that he can not make the trip by train in time. But by using the air-rail service he can cover both situations as he wishes, be back in New York after a loss of only five business days, and at the same time travel in comfort and luxury otherwise impossible.

Here is how the service operates. A Pennsylvania limited train travels overnight from New York to Columbia, Ohio. There passengers board a multi-motored plane, and make a day-

light flight to Waynoka, Oklahoma, stopping en route at Indianapolis, St. Louis, Kansas City and Wichita. At all of those points the Studebakers carry passengers to and from the airports.

At Waynoka another transfer is made, this time to a special pullman attached to the Santa Fe "Missionary" for a night journey to Clovis, New Mexico, where early next morning another Studebaker takes passengers to a plane waiting to complete the trip to Los Angeles—across the continent in 48 hours.

The service will be de luxe throughout. Lunches are to be served aloft. Planes are comfortable and luxurious. Thus is progress wiping out time and space and knitting America even closer. This union of the three most modern modes of transportation—railway, motor car and aeroplane—will ultimately go down in history as far reaching a step forward as the first trains which replaced the old covered waggon.

THE TRIUMPH

LOCAL AGENT FOR CARS AND CYCLES

The Globe Automobile Co., Ltd., have recently been appointed sole agents for the Triumph motor car and motor cycle in Hong Kong and South China. Their Offices and showrooms have been established at 1, Canton-road (near the Star Ferry Wharf, Kowloon) where some of the latest Triumph motor cycle models are on view.

An interesting feature is the latest model of The Triumph Super Seven which has all appearances of an excellent little car, built on sturdy lines, durable and beautifully finished. In fact, it is a "Triumph" of British workmanship.

8-CYLINDER CAR

REPLACING THE SIX IN POPULARITY

That the eight-cylinder automobile is replacing the six in popularity in the United States is shown in a recent compilation made by Studebaker. Eighteen leading cities were selected, and registrations of eight and six-cylinder cars, which list above \$1,000 in the U.S., were compiled for a period of four months in 1929 and compared with registrations during the same period in 1928. Eight-cylinder registrations increased 82 per cent, while six-cylinder registrations registered a loss of 8 per cent. Registrations of eight-cylinder cars in this particular price group were 17,239 for the first four months of 1929 against 9,492 during the corresponding period in 1928. In the same price class, six-cylinder models registered 45,165 in 1929 as against 53,179 in 1928.

To test the reliability of this compilation, Studebaker made similar comparisons in eight leading states. In this comparison eight increased 90 per cent, during the first four months of 1929 over the same period in 1928, while six-cylinder registrations showed a 13 per cent loss.

As a final test ten counties, sections of states, none of which contained a metropolitan city, were selected by Studebaker and registrations compared on the above basis. Six-cylinder registrations increased 13 per cent, while registrations of eights increased 315 per cent.

QUICK AND EFFICIENT REPAIRS

FIAT GARAGE
67A, 67B, Des Voeux Rd. C.
Tel. C. 4321.

41,000 MILES

GOING STRONG AFTER RUNNING

Forty-one thousand miles is a whole lot of mileage to pile up on a tyre, but that's what Mr. S. A. Lockwood, owner of the United Lines, Inc. Inter-city Express and Fast Freight Service of Palm Beach and Miami has accomplished with a 34x7 Fisk Transportation used on one of his huge trailers, and that isn't the best part of it. Experts say that the tyre is good for seven or eight thousand miles more.

This particular truck with two or three others of his fleet, travel approximately one thousand miles per week carrying very heavy loads under great heat conditions which as Mr. Lockwood states, "tests out the quality of any pneumatic tyre."

Mr. Lockwood states:—
"I have been thinking for quite a long while that you would, without doubt, be interested in knowing about the exceptional mileage I have been getting out of Fisk Transportation Cords."

"I started operations about two years ago, hauling all kinds of merchandise between Miami and West Palm Beach, Fla., at which time my fleet consisted of two one and one-half ton trucks on which I used 30x5 and 34x7 Fisk Transportation Cords."

"My fleet now consists of eight trucks ranging in capacity from one and one-half to three tons using 5, 6, 7 and 8 inch tyres. These trucks travel over concrete, asphalt and macadam roads, hauling exceptionally heavy loads. Road temperatures down here are very severe especially in summer and certainly test out the true quality of pneumatic tyres."

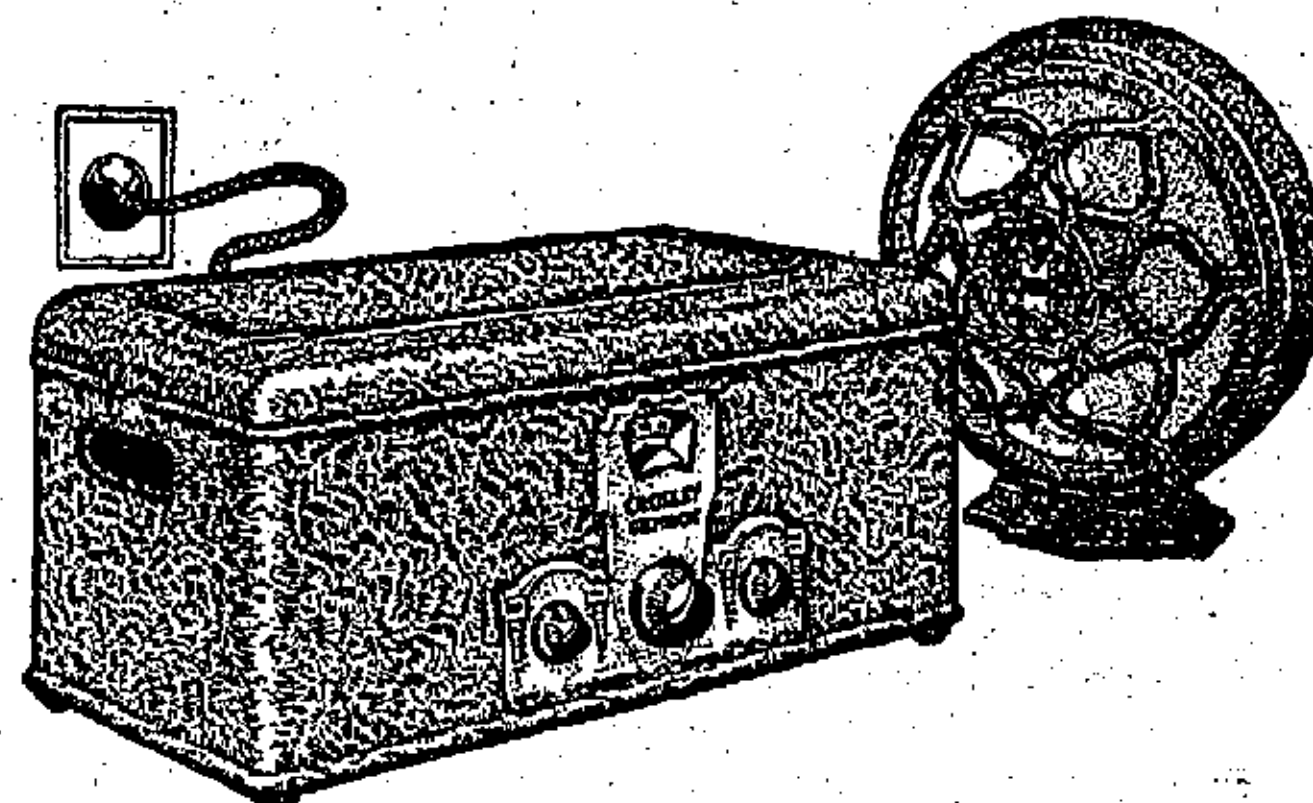
"However, even under these most severe conditions the mileage piled up by 'Fisk' is simply phenomenal as compared with mileage of various other makes I have tested out. Fisk tyres average 35,000 to 45,000 miles on my fleet; in a great many instances they have given as much as 55,000 to 57,000 miles. Do you wonder that I insist my fleet be equipped with Fisk?"



Mobiloil

Make the chart your guide

CROSLEY RADIOS



THE NEW A C ELECTRIC 7 TUBE
GEMBOX

OPERATES 200 VOLT 50/60 CYCLE
COMPLETE WITH DYNACONE "F"

H.K.\$286.00

Come and have a demonstration at
THE SUNLIGHT CO.
137, Des Voeux Rd., C.

Distributors for Hong Kong & South China:

THE ASIATIC AMERICAN COMPANY

48, Stanley Street. Tel. C. 244.



The Outstanding Truck of Chevrolet History

ALWAYS ON TIME!

Hauling schedules run with strict regularity when the New Chevrolet Truck does the job.

Watch a New Chevrolet handle a full capacity load—in congested city traffic—out where the grades are steep—or where the routes are sandy or muddy.

For flashing acceleration—the new six cylinder engine, for power—the new accelerator

pump, for sudden stops—the new four-wheel powerful brakes.

Crowning all this is a degree of that economy which has made Chevrolet famous for years throughout the world—which has helped in no small measure to make Chevrolet the world's largest builder of trucks.

"Ready for Delivery."

TOURER ... G.\$790. SEDAN ... G.\$980
1½ ton TRUCK CHASSIS ... G.\$755.
ROADSTER ... G.\$790.



THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.

THE GLOBE AUTOMOBILE CO., LTD.

Sole Agents for
TRIUMPH MOTOR CARS & CYCLES
1, Canton Road (near Star Ferry Wharf),
KOWLOON.

We have the pleasure to announce that we have been appointed Sole Agents in Hong Kong and South China for the trusty "Triumph," and have established our office and showroom at the above address.

A shipment of both Cars and Cycles of the latest models has just arrived, and we cordially invite inspection of same.

THE GLOBE AUTOMOBILE CO., LTD.,
K. H. Ow Yeung,
Secretary.

MONET-GOYON

THE GREATEST MOTORCYCLE VALUE
THE MACHINES WITH
AN INTERNATIONAL REPUTATION
FOR
RELIABILITY SPEED COMFORT

fitted with
VILLIERS 2-STROKE SUPERSPORT ENGINES
&
M.A.G. 4-STROKE SUPERSPORT ENGINES

Ask for easy payment plan.

THE FRENCH MOTOR CYCLE CO.

46, Nathan Road, KOWLOON

THE DAIOOK MOTOR CO.

35-37-50 Tai Ping Road, CANTON.

RADIO SUPPLIES.

Electric Gramophones
& Motors

Tone Arms and Sound Boxes.
Super Elto Outboard Motors.

RUDOLF WOLFF & KEW, LIMITED,
1st floor. 54, Queen's Road Central, Tel. C. 2173.

LUBRICATION NEEDS

Many motorists regard lubrication simply as an irksome duty which is one of the penalties of owning a car. Even experienced owners often fail to realise how much depends upon lubrication, and imagine that, provided they maintain the right level in the sump, there is nothing more to worry about. Nothing could be further from the truth. No motorist would deliberately leave dirty petrol on his tank, or even dirty water in his radiator, and yet it is safe to say that a great many motorists disregard the condition of the oil which is constantly circulating in their engine.

The conditions under which motor oil has to work are becoming more severe every year, as engines increase in compression, speed, and power. Motorists are learning, however, that with modern engines the few shillings which it costs to maintain the oil in clean and fresh condition will save them as many pounds in depreciation and repairs.

HUMBER

LANE, CRAWFORD, LTD.
Automobile Dept. C.3193.

THE 2-LITRE ROVER

LOST MELODIES OF THE HORN

A. G. Throssell writes in the "Sunday Times":

In those now distant days when motoring was all a wonder and a wild surmise whether we would ever reach home again, cars were poor things in every imaginable way, engine, chassis and body, and poorest of all, judged by modern eyes and nerves, in accessory aids and comforts.

But among all the refinements that the years have brought I am not sure that one thing has not been overlooked. Some of those ancient warriors had most melodious horns. They really were horns.

But the musical horn soon vanished. It was superseded by these saw-tooth klaxons whose noise was aptly likened to the bellow of a sick rhinoceros. Now all our "horns" are electric—the bulb horn, last relic of the musical era, is all but obsolete—and though less offensive than the saw-tooth and equally effective, it is impossible to pretend that the sounds these horns make are pleasant.

The "Song" of the Road

Some foreign cars have bearable voices, but very, very few British ones. A hoarse squawk rising to a shriek, is the dominant note in the song of the road. Two cars I have driven lately were peculiarly raucous and aggravating. They made me wonder whether the still smouldering anti-motorist fires are not mainly due to this cause. Surely the animosity of a pedestrian, shooed off the road by this nasty noise, is intelligible, and hospital patients trying to sleep must find its hoarse monotony hellish.

The recent Committee on Noises found it impossible to suggest any regulations about horns, except in regard to stationary vehicles, and as long as failure to hoot is treated as contributory negligence in case of accident, we must have hooters or horns, and must use them. If your horn suddenly fails, you feel as ill at ease as if you had forgotten to put on your trousers.

But I think the Committee might have commented (adversely) on the kind of noise our hooters make and appealed to the motor trade to give us a more tolerable instrument. It must be electric, I suppose; no substitute that cannot be operated by a finger on or about the steering wheel will do. But surely an electric horn with a melodious note is not beyond the wit of man. When found, we do not want its use made compulsory, German-fashion; a little publicity and propaganda would soon make it popular. We make noise like hogs, not because we are, in fact, road-hogs, but because we can't help it. Nobody will give us voices to match our beautiful bodies and fine engines.

"A Splendid Light Six"

Among the "light sixes," that class which British makers, if they did not invent it, have developed

until it is now almost the national type, few have won and maintained greater popularity than the "two-litre" Rover. It is not the cheapest light six, nor the dearest; it is not the most silent, nor the fastest, nor the most luxurious. It has no single superlative virtue, but every good quality in high degree.

This Rover is a joy to drive. There are cars which do their job well and willingly, are comfortable and easily handled, but somehow they inspire no strong feelings. With the Rover at the end of a day's run I was in love. Exactly why it is (as usual with this state of mind) difficult to set down in black and white.

It was the engine mostly, of course. Neither heard nor felt at from ten to thirty miles an hour, after that it sang a pleasant little song which scarcely increased in pitch or volume until it was doing sixty, and even with sixty-eight showing on the speedometer there was neither roar nor clatter, though its revolutions-per-minute at that speed must be tremendous, for it is a low-revving car. It was attractive, too, to realise that the acceleration was better than it seemed. Above thirty miles per hour it was sensibly lively; at lower speeds it appeared to answer the throttle rather sluggishly, but a few tests proved the contrary. She seemed slow because she gathered way so smoothly.

Such an engine would excuse deficiencies elsewhere, but there are very few that I could find. The suspension is much above the average, damping out the effect of holes or waves at all speeds and holding the car perfectly steady on corners. I was warned not to expect too much of the brakes, as they had been rather hurriedly adjusted after relining, but they were at least thoroughly effective. A slight, really a slight, stiffness alone prevents the steering from being perfect.

Gears and Gear-Changing

Apart from the engine, its steering and suspension were, I suppose, the virtues that made me "fall" for this Rover. A well-designed driving seat and position helped, with an almost vertical steering-wheel, encumbered with nothing but horn button (on the boss) and a tiny ignition lever. The latter, by the way, is meant to be used; ignition is by coil.

The one criticism I have of the Rover, from the driver's point of view, is the gear-box. It has three speeds, with ratios of 5.3, 9 and 21 to 1. The gap between first and second is huge, and to get a clean change requires the patience of Job. It is, however, quite feasible on the level to start in second, for the clutch is good and the transmission "solid." Changes between second and top either up or down are comparatively simple and with double clutching quick, and the second speed, though low, is useful and not too noisy. But what a car it would be with a really modern four-speed box.

In that case, though, its price would have been higher or its finish and fittings otherwise less good, which would be a pity. More could scarcely be expected at the price as it is. For instance, the engine, which is as neat and "clean" as an Italian, has an aluminium cover for the overhead valve gear and the dash is aluminium-lined; silent-bloc shackles eliminate twelve greasing points; and equal care and thought has been bestowed on the body fittings.

The "regal" models, which have de luxe brakes, bumpers, and safety glass, cost £445; the standard saloons, without servo brakes, bumpers and some other extras, are £395. It seems to me extremely desirable at the price, and I have evidence, second-hand but impartial, that it is reliable and trouble-free. Also it is guaranteed for two years.

The Best Driving Signal

This Rover, by the way, was fitted with a rear "stop" light. I don't know whether that is standard, but I hope so. There are few things motorists appreciate more on other people's cars, but most of us are too lazy to have one fitted to our own, if it is not, so to speak, born with one. As an extra they cost about a guinea; they would cost the manufacturer less than half that to incorporate as standard. It is an American idea which, unfortunately, they are chary of adopting, though ready enough to adopt others less useful.

Really, if its use were universal, I don't think there would be any use for other signals, mechanical or hand. The quickest-witted and most thoughtful of drivers cannot give a hand warning as quickly as the brake-operated light, and there is so much vague hand-flapping still that cannot be taken at its face value.

The other day, as I was approaching cross-roads, a hand was stuck out from the car ahead, with the index finger pointing to the right. At the same time the car drew over to the right. Naturally I pulled in to pass it on the inside (the crossing being clear), and had only just time to pull up as it swung round the left-hand turning.

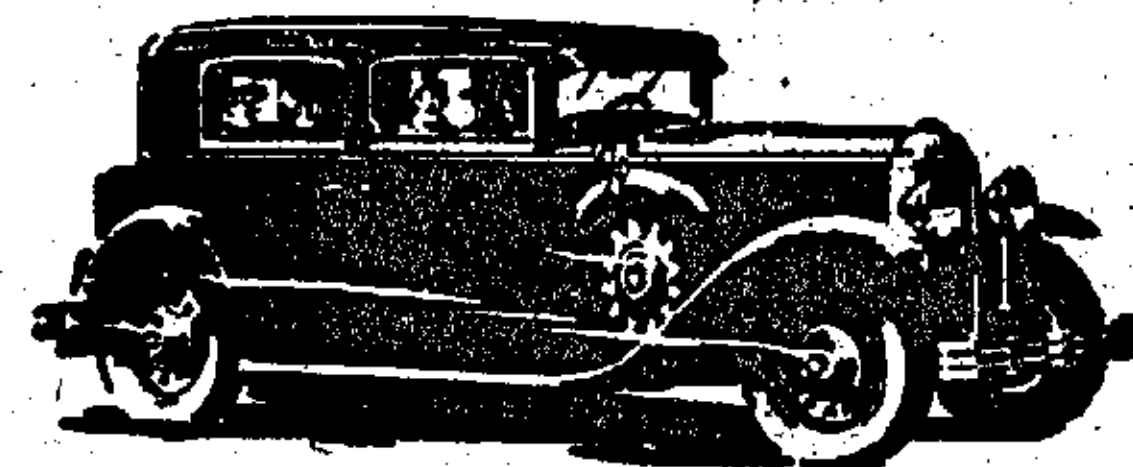
A woman driver? No, it was a taxicab.



They got behind the wheel—got the facts—and bought Buicks

Come, make the driving test as thousands have done. Find out for yourself why this epic car's performance is fully worthy of the astonishing record of winning more than twice as many people to Buick as any other car priced above \$1200!

BUICK MOTOR COMPANY, FLINT, MICH.
Division of General Motors Corporation



THE
DRAGON MOTOR CAR COMPANY LTD.
33, Wong Nei Chung Road, Happy Valley

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

E
X
C
E
S
S



M
I
L
E
A
G
E



Buy the only tyre built for mileage and save money!

During the hot summer months the tyres of your car are subjected to great heat, and they perish if not built to endure.

FISK is built for MILEAGE, and MILEAGE means ENDURANCE

TRY FISK

The balanced tyre.

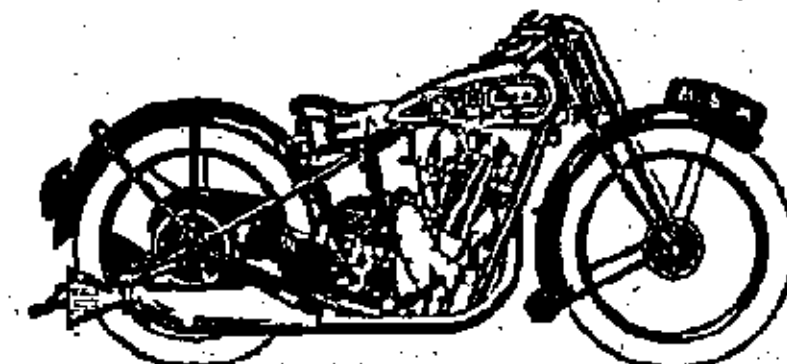
OBTAINABLE AT ALL GARAGES UPON REQUEST.

DISTRIBUTORS:—**GILMAN & CO.**
HONG KONG BANK BUILDING,
Tel. C. 290—4A, Des Voeux Rd. C.

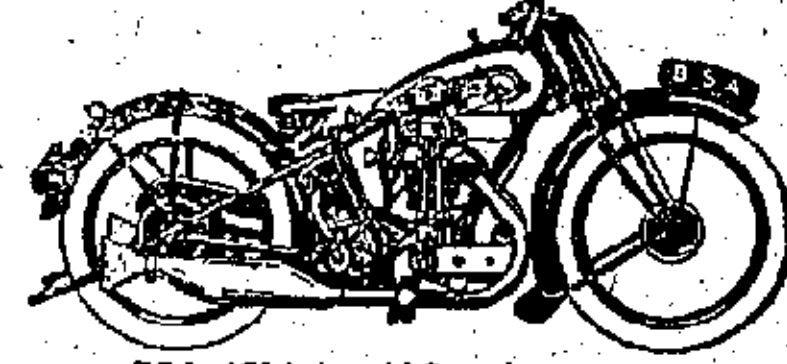


B.S.A.

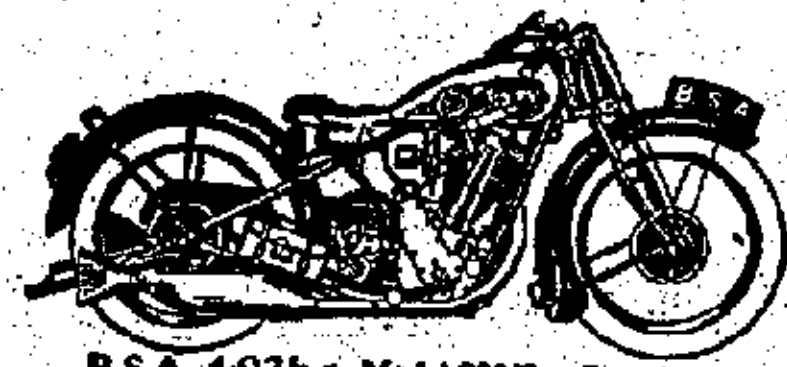
FOR SUMMER
AND
ALL YOUR HOLIDAYS!



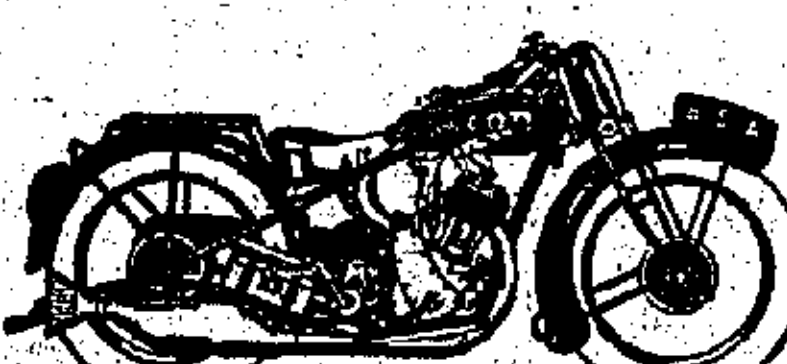
B.S.A. 349 h.p. Model L29 Two Port O.H.V.



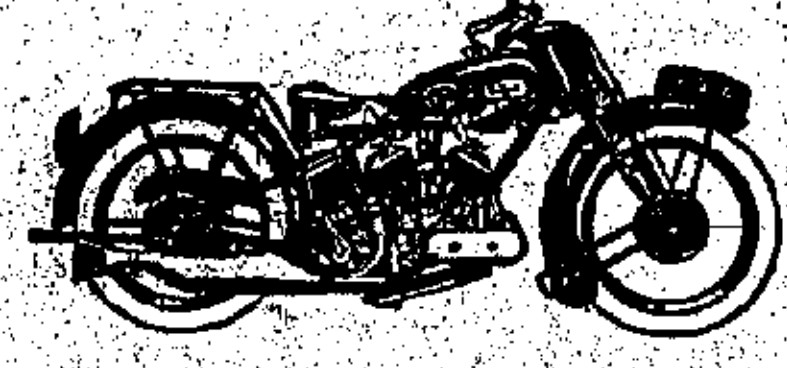
B.S.A. 499 h.p. Model 500 Light Transport O.H.V.



B.S.A. 493 h.p. Model 529 Two Port O.H.V.



B.S.A. 557 h.p. Model H29 de Luxe.



B.S.A. 770 h.p. Model E29.

B.S.A. POWER will take you up the Peak without a check—decidedly an advantage in Hong Kong where steep roads are so numerous.

B.S.A. SPEED will give you a feeling of road supremacy. B.S.A. SILENCE eliminates the disagreeable noise while riding. B.S.A. SAFETY is ensured on all roads and at all speeds by means of rock-steady steering, perfect stability and really efficient brakes.

B.S.A. ECONOMY means not only in petrol and oil, but in all other upkeep expenses. And B.S.A. RELIABILITY will give you confidence in your machine and pride of ownership.

All these B.S.A. features will combine to make your Summer and all your holidays the most enjoyable and economical.

There is a B.S.A. Model for every rider, a Price for every purse, and Easy Payment Terms to suit the means of all.

WRITE FOR PARTICULARS.

THE SINCERE CO., LTD.
SOLE AGENTS.

PACKARD. PLYMOUTH.
CHRYSLER. DE SOTO
Motor Cars.
Sole Agents:—
REPUBLIC MOTOR COMPANY
OF CHINA.
30-32, De Voeux Road C.
Tel. C. 1219 and C. 6252.

The China Mail

ESTABLISHED
1845

"OVERLAND CHINA MAIL"
SEND IT HOME!
THE WEEK'S NEWS
ILLUSTRATED.
25 cts. 25 cts.

HONG KONG, THURSDAY, AUGUST 15, 1929.



LONDON SERVICE.

"ACHILLES" 20th Aug. Tripoli, Genoa, Havre, Liverpool & Glasgow.
"ANTENOR" 4th Sept. Marseilles, L'orient, R'ham, & Glasgow.
"PHILOTTES" 17th Sept. Marseilles, L'orient, R'ham, & Glasgow.
*Sails at Canton.

LIVERPOOL SERVICE.

"AGAPENON" 20th Aug. Tripoli, Genoa, Havre, Liverpool & Glasgow.
"PROTESILAUS" 14th Sept. Tripoli, Genoa, Havre, Liverpool & Glasgow.
*Sails at Canton.

PACIFIC SERVICE.

via KORE & YOKOHAMA.
"TYNDAREUS" 24th Aug. Victoria, Vancouver & Seattle.
"TEUCER" 12th Sept. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"PYRRHUS" 30th Sept. New York, Boston & Baltimore.

INWARD SERVICE.

"PYRRHUS" Due 18th Aug. For S'hai, Moji, Kobe & Yokohama.
"HECTOR" Due 22nd Aug. For S'hai, T'ao Weiwei, Taku, & Dairen.
*Sails at daylight.

PASSENGER SERVICE.

"ANTENOR" 4th Sept. Singapore, Marseilles & London.
"HECTOR" 2nd Oct. Singapore, Marseilles & London.
*Sails at daylight.

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to—

Butterfield & Swire,
Agents.

POST OFFICE NOTICE.

List of vessels expected to be in wireless communication with Hong Kong to-day:—Iyo Maru, Enryochu, Memnon, Tamba Maru, Sui Sang, Kwai Sang, Takliwa, Van Heutz, Hai Ning, Kiungchow, Chinnua, Albert Sarraut.

INWARD MAILS.

From	THURSDAY, AUGUST 15.	Per
Shanghai via Swatow	Yingchow	
Shanghai	Kanchow	
Shanghai & Amoy	Kanchow	
FRIDAY, AUGUST 16.		
Japan and Shanghai	Malwa	
U.S.A. (Seattle, 27th July), Canada, Japan and Shanghai	President Madison	
SATURDAY, AUGUST 17.		
Shanghai & Swatow	Sunning	
SUNDAY, AUGUST 18.		
Manila	Empress of Russia	
Straits	Haruna Maru	
MONDAY, AUGUST 19.		
Straits	Sheaf Mount	
Manila	President Cleveland	
TUESDAY, AUGUST 20.		
Japan	Kaga Maru	

OUTWARD MAILS.

For	THURSDAY, AUGUST 15.	Per
Haiphong	Gouverneur General	
Sam Shui and Wuchow	Paul Doumer	4.30 p.m.
Formosa	Kochow	4.30 p.m.
Amoy & Japan	Sourabaya Maru	5 p.m.
	Sui Sang	5 p.m.
FRIDAY, AUGUST 16.		
Amoy	Tjikembang	9.30 a.m.
Shanghai & Japan	Moira	10.30 a.m.
Swatow, Amoy and Foochow	Hai Ching	1 p.m.
Sam Shui and Wuchow	Tai Hing	4.30 p.m.
Tourane	Chung Kong	5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles	Malwa	

K.P.O.		G.P.O.	
Parcels	Aug. 16, 4.30 p.m.	Parcels	Aug. 16, 5 p.m.
Registration	Aug. 17, 9 a.m.	Registration	Aug. 17, 9.45 a.m.
Letters	Aug. 17, 10 a.m.	Letters	Aug. 17, 10.30 a.m.

SATURDAY, AUGUST 17.		SUNDAY, AUGUST 18.	
Java via Batavia	Tjisondari	Kanchow	
Dairen	Yingchow	Kanchow	
Amoy	Newchwang	Kanchow	
Haiphong	Albert Sarraut	Kanchow	
Manila	President Madison	Kanchow	

SUNDAY, AUGUST 18.		MONDAY, AUGUST 19.	
Bangkok via Swatow	Kanchow	Bokuro Maru	10.30 a.m.
Shanghai	Kanchow	Haruna Maru	10.30 a.m.
Swatow, Amoy & Formosa	Kanchow	Yuen-sang	

MONDAY, AUGUST 19.		TUESDAY, AUGUST 20.	
Japan	Bokuro Maru	Parcels	noon
Shanghai	Haruna Maru	Letters	1 p.m.
Straits & Calcutta	Yuen-sang		

TUESDAY, AUGUST 20.		WEDNESDAY, AUGUST 21.	
Manila, Australia & New Zealand via Thursday Island	Change	Parcels	Aug. 19, 5 p.m.
		Registration	Aug. 20, 9.45 a.m.
		Letters	10.30 a.m.

*Subscribed correspondence only.

CANTON ITEMS

SECOND-HAND CARS FROM HONG KONG

MOSTLY FOR PUBLIC HIRE

Canton, Yesterday.
Owing to the rapid development of thoroughfares in Canton, car owners have bought a number of old cars from Hong Kong and put them to hire and have reaped good profit during the year. The issue of car licences is due shortly. Some of the cars have been submitted for the inspection of the Bureau of Public Utilities and have been rejected owing to their being unfit for public use; many of the licences have been withheld until proper repairs have been made. It is authoritatively learned that out of more than 400 cars on public hire, one-third have been rejected.

Telegraph Apparatus

The Ministry of Communications has instructed the telegraph offices through the country to adopt standard high speed automatic apparatus. The Ministry has already cabled to London for the purchase of these instruments.

In view of the fact that postage stamps bear the portraits of the rulers in monarchies and those of the presidents or founders in case of republics, the Government of China is understood to have issued instructions to replace the present postage stamps (which are deemed not sufficiently to represent the evolution of Chinese affairs) by substituting portraits of the late Dr. Sun Yat-sen and other heroes who were responsible with the establishment of the Republic of China. It is expected that the new issue will soon be on sale at the various post offices.

Central Bank Notes

As previously intimated, the redemption of the \$1 and \$5 notes has been in effect for the last few days, but the public has not taken advantage of it, with the result that there is a surplus of silver in the possession of the Central Bank, which has now decided to redeem the \$10 and \$50 notes before August 25.

To solve the financial problems arising out of the depreciation of the Kwangsi notes, the Kwangsi Provincial Government has drawn up a definite scheme for financial re-adjustments. The main feature of the scheme is that bonds will be issued solely for the redemption of the 10 cents notes, while the bonds themselves will be legal tender for the payment of taxes from the date of issue. As to the \$1 notes, the value of each note will be equivalent to 20 cents (Canton currency).

Canton Development

After having re-assumed office by order of the National Government, Mayor Lam Wan-ko sent the Kwangtung Provincial Government a detailed scheme for the development of Canton city, an abstract of which is as follows:—

Firstly, the distribution and development of the city should be divided into three sections: (1) the labour district is to be included in the western district, because it is within the vicinity of the Canton-Hankow Railway (Kwangtung section) and the Canton-Samsui Line; (2) the commercial district is to be the southern part of the city and the Honan bund, because of various facilities of communication; (3) the eastern part of the city is to be the residential district, which has greatest scope for development and can be turned into a modern garden city.

Secondly, in dealing with the opening of communications in the city and suburbs, the city roads, which claim the first consideration, are to consist of 61 modern thoroughfares, to be completed in three sections, the work to be carried out in three years. As to outer district highways, which will be over-

THE SINGAPORE NAVAL BASE

FLOATING DOCK

INTERESTING STATEMENT BY SIR HUGH CLIFFORD

NOT YET CONSULTED

Singapore, Yesterday.
H.E. the Governor (Sir Hugh Clifford, K.C.M.G.) has officially opened the floating dock at the Naval Base.

In a speech he said that he had not been consulted as regards to future policy but he thought it unlikely that a final decision would be reached without consulting the rulers of the Malay States at whose instigation the Government of the Federated Malay States had contributed \$2,000,000 towards the construction of the base.—Reuter.

OCCASIONAL RAIN

This morning's weather report from the Royal Observatory states:—

Pressure is highest in the Pacific to the east of Japan. The depression over the lower Yangtze Valley is of considerable intensity and appears to be central, less than 100 miles westward of Shanghai.

Forecast:—S.W. winds, moderate; cloudy; occasional rain.

H.M. "WARSPITE"

TO JOIN THE ATLANTIC FLEET

London, Yesterday.

With reference to the report from Malta (mentioned on August 3) the Admiralty announce that H.M. "Warspite" will join the Atlantic Fleet when H.M. "Queen Elizabeth" returns to the Mediterranean Fleet after a long rest.—Reuter.

Degrees	
Temperature, 10 a.m., to-day	81
Temperature, 4 p.m., yesterday	84
Humidity, 10 a.m., to-day	96
Humidity, 4 p.m., yesterday	86

500,000 feet in length, the work will be completed in six years.

Regarding the system of improving drainage, the surtax equivalent to ten days of the prevailing household tax will be levied equally on landlords and tenants to meet expenses. The money collected will be deposited with the Chamber of Commerce to be drawn against as the work progresses.

Under the heading of construction comes the reclamation of the land between the Canton bund and the Pearl Island, the construction of the Honan bund, the deepening of Canton River for the accommodation of larger sea-going vessels and, lastly, the construction of three steel bridges to cross the Pearl River.

The Tramway Company, which is included under the heading of improvement, is also under construction, but it is thought that in modern cities tramlines are obstructions to general communications and that as the original franchise has been revised, tramlines will be allowed only in the outskirts of the city.

Thirdly, the city will give special attention to the erection of public buildings such as market-places, to provide the public with recreation grounds, bathing beaches, and race course at Shek-pai, and a public garden in honour of the late Liao Chung-lai.

—Canton News Agency.

HAGUE CRISIS

NOTHING DEFINITE YET AS TO PROPOSALS

ITALY "UNCOMPROMISING"?

The Hague, Yesterday.
There is not the slightest indication as to what proposals will be made to Mr. Snowden on Saturday, but it is generally assumed that sub-committees will be appointed to deal with the various points raised during the informal talks.

It is believed the Italians are being encouraged from Rome to remain uncompromising.

Earlier News

The Financial Commission met for 1½ hours this morning, then adjourned until August 17. It was stated afterwards that everything is going on smoothly.

It is learned that Mr. Snowden stated towards the end of the sitting: "If we adjourn without publishing an explanation, the public will think that is a deadlock. We are anxious to remove such an impression, and I hope the conversations, which are to be continued, will be fruitful, and that on August 17 we shall be able to get down to the real question."—Reuter.

Mr. Churchill's Support

Montreal, Yesterday.
Mr. Churchill started his Canadian holiday by addressing 1,400 people, including Federal and Provincial Ministers, at the Canadian Club here.

He cordially supported Mr. Snowden's virile stand at The Hague, saying that he (Mr. Churchill), when Chancellor, made it clear to M. Poincare, who agreed, that the Spa percentages should be made the basis of Reparations payments under the Young Plan; also that Britain should be free to review the various solutions proposed.—Reuter's American Service.

FAMOUS SOLDIER

LORD HORNE PASSES AWAY SUDDENLY

London, Yesterday.

Lord Horne collapsed and died while shooting over his moor in Caithness.—Reuter.

[Lord Horne, K.C.M.G., A.D.C. General to the King from 1920 to 1924, was a famous British soldier. He was born in 1861, and was the second surviving son of the late Major James Horne of Stirkoke, Caithness. Educated at Harrow and Woolwich, he received his commission in the Royal Artillery in 1880; served in the South African War, 1899-1902 (Queen's medal and five clasps, King's medal and two clasps); European War, 1914-18; commanded Artillery, 1st Corps, 1914; commanded 2nd Division, 1915; went to Egypt for defence of Suez Canal; commanded 15th Corps in France, 1916 (prom. Gen. despatches, K.C.B., K.C.M.G.); G.O.C. in C. Eastern Command, 1919-23; retired pay, 1926; Colonel Commandant R.H.A. since 1918; Hon. D.L.L. Cambridge and Edinburgh; D. L. Caithness.

In 1877, Lord Horne married Miss McCorquodale, daughter of the late George Corquodale of Menton-le-Willows, Lanos.]

SILK WORKERS' STRIKE

Shanghai, Yesterday.
Six thousand five hundred silk filature workers have gone on strike here as the result of a dispute concerning their hours of work.—Reuter.

MR. T. V. SOONG

Shanghai, Yesterday.
Mr. T. V. Soong left for Nanking last evening.—Reuter.

[Mr. Soong is presumably returning to Nanking to resume duty as Finance Minister, after threatening to resign.]



Are girls of to-day willing to barter love and happiness for diamonds—symbols of wealth? See this drama sensation!
with ELEANOR BOARDMAN, CONRAD NAGEL, LAWRENCE GRAY.
2.30 and 7.15 p.m. "MARK OF PLUM"
Chinese Picture.
TO-DAY ONLY
at 5.20 & 9.15 p.m.
AT THE MAJESTIC
Nathan Road, Kowloon.

A DRAMATIC STORY OF THE UNDERWORLD

—presenting Norma Shearer in her most fascinating role!

NORMA SHEARER

LOWELL
SHERMAN,
and
GWEN LEE



AT THE QUEEN'S TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

Thrills galore in a splendid adventure story presenting the Canine Marvel at his best!



AT THE WORLD TO-DAY TO SATURDAY
At 2.30, 5.15, 7.15 & 9.20.

A BRITISH FILM!

A delightful story of romance told with many thrills and a wealth of humorous situations!

ODETTE

With
FRANCESCA BERTINI, WARWICK WARD

AT THE STAR TO-DAY & TO-MORROW AT 5.30 & 9.20.
SATURDAY AT 2.30, 5.30 & 9.20.

But the
Greatest "Star"
of all—



Bayer

Tablets of

ASPIRIN

for Headache, Toothache,
Rheumatism, etc., etc.

Obtainable everywhere.



CHY LOONG.

NEW SEASON PRESERVED GINGER.

Best quality—Prompt attention to Exporters.

Office:—231, Queen's Road Central, 2nd floor. Tel. Central 2530.
Factory:—500-504, Canton Road, Yau-mat. Tel. E. 863.

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, business manager, at 3a, Wyndham Street, Hong Kong.